

CROSS REFERENCE SHEET

Name or Subject ROADS General

File No.

Regarding

Date

1. Road taxes, funding etc.
2. Policies, regulations etc.

SEE

Name or Subject

File No.

1. ROADS Financing
 General
2. ROADS Admin
 Policy & Procedure

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."



Cat. No. 30-5902.1
For use in all Filing Systems

To be recorded without fee
as per Gov. Code 6103.

298 through 301 - 15-70-78B

Raymond Kendall

West Brook Ave

RETURN TO LAND DEVELOPMENT ENGINEERING
& SURVEYING - 7th FLOOR

8586759
J511 PAGE 1267

FILED FOR RECORD
AT REQUEST OF

LDE

Nov 5 10 58 AM '85

OFFICIAL RECORDS
SANTA CLARA COUNTY

LAURIE KANE
RECORDER

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Roads General Private

DEED OF RIGHT OF WAY FOR ROAD PURPOSES AND AN OFFER TO DEDICATE FOR PUBLIC STREET AND ROAD PURPOSES

The undersigned, hereby warranting they constitute all of the owners of the real property hereinafter specifically described, hereby grant a right of way for ingress and egress, public utilities, storm and sanitary sewers, water pipe lines, and street purposes, in, under, over, through and across the described real property, such grant being to those owners of existing developed sites, who obtain County approval of such uses, and to owners of subsequently approved building sites, or both, whether a part of the hereinafter described real property or not, which sites require or necessarily use such described real property as the means of access to a public road.

The undersigned further, irrevocably offer to dedicate to the County of Santa Clara, or its successor agencies and assigns, forever a right of way and easement for public street and road purposes in, over, under, through and across the real property hereinafter described, such dedication to be accepted only when the Board of Supervisors or its successor agencies and assigns adopt and record in the Office of the Recorder of the County of Santa Clara a resolution specifically accepting as a county maintained road such offered right of way, such acceptance including any or all of the purposes set forth herein. Until such resolution is recorded, the County of Santa Clara shall not be responsible for and shall incur no liability with respect to such offered right of way or any improvement thereon, or any maintainance thereof, nor shall this offer in any way alter the present status of the described right of way as essentially a private road until such time as there is such formal acceptance by the County of Santa Clara.

If any change in alignment, length or width of roadway approved by the County of Santa Clara or its successor agencies results in vacation of any part of the real property dedicated herein, such vacation shall terminate the dedication as to the part vacated.

The provisions hereof shall inure to the benefit of and be binding upon the heirs, successors, assigns and personal representatives of the respective parties hereto.

Such real property is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO
AND MADE PART THEREOF

CHECKED FOR ACCURACY AND COMPLIANCE
WITH COUNTY REQUIREMENTS

Bryce E. Carroll

Name of Civil Engineer or Land Surveyor

RCE 23770

(RCE or LS Number)

10/29/85

Date

SCHWOOOR

IN WITNESS WHEREOF, the said Owner(s) has executed this Deed on

J511 PAGE 1268

W&S Development

Frank E.

(OWNER)

(OWNER)

(OWNER)

(OWNER)

The undersigned, Trustee under Deed of Trust recorded in Book _____ Official Records, page _____, Santa Clara County Records, hereby joins in, consents to, and subordinates its rights under said Deed of Trust to the easement herein conveyed.

(TRUSTEE)

(Individual)

STATE OF CALIFORNIA,

County of

Santa Clara

ss.

On this 30th day of October

in the year one thousand nine hundred and eighty-five

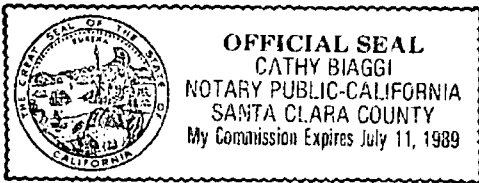
before me, Cathy Biaggi, a Notary Public, State of California, duly commissioned and sworn, personally appeared

FRANK SCHNOOR

known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal in the County of Santa Clara the day and year in this certificate first above written.

Notary Public, State of California.



Cowdery's Form No. 34—(Acknowledgment—General) (C. C. Sec. 1189)

My Commission Expires

July 11, 1989

(Corporation)

STATE OF CALIFORNIA,

County of

ss.

On this _____ day of _____ in the year one thousand nine hundred and _____

before me, _____, a Notary Public, State of California, duly commissioned and sworn, personally appeared _____

known to me to be the _____ of the corporation described in and that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal in the _____ County of _____ the day and year in this certificate first above written.

Notary Public, State of California.

My Commission Expires _____

(Partnership)

STATE OF CALIFORNIA

County of

ss.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared _____

known to me to be _____ of the partners of the partnership that executed the within instrument, and acknowledged to me that such partnership executed the same.

WITNESS my hand and official seal.

Signature _____

Name (Typed or Printed)

My Commission Expires _____

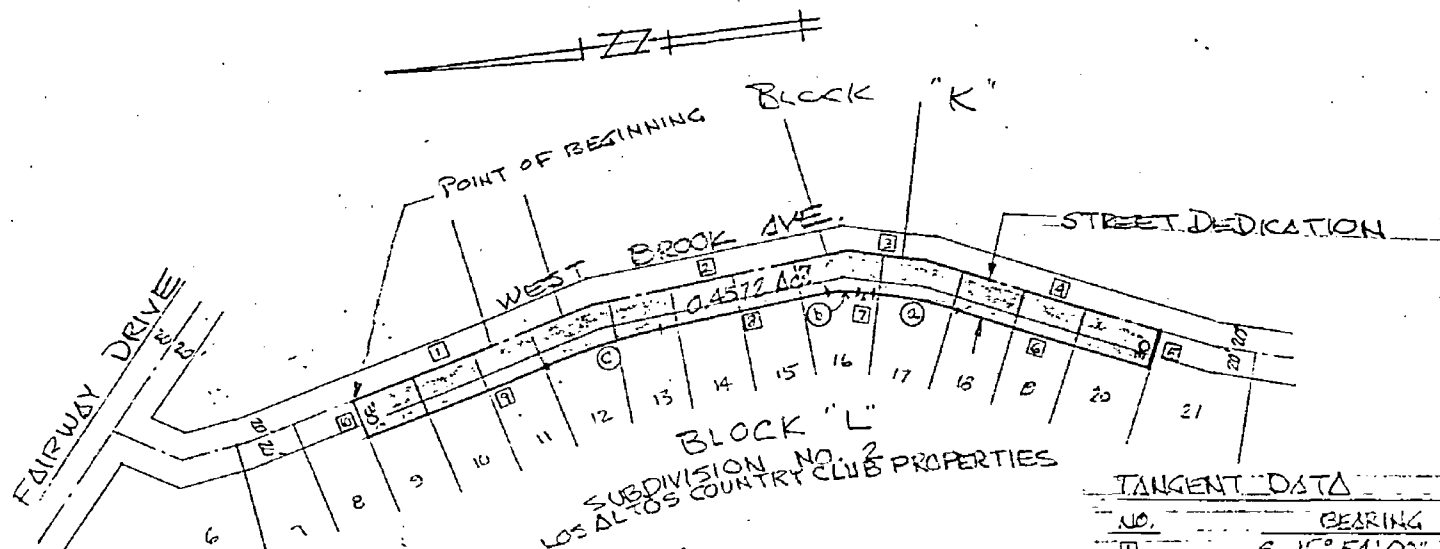
October 7, 1985

16455-228

EXHIBIT "A"
OF THAT CERTAIN
DEED OF RIGHT-OF-WAY FOR ROAD PURPOSES

All that portion of Lots 9 through Lot 20 in Block "L" as said Lot and Block are shown on that certain Map entitled "Map of Subdivision No. 2 - Los Altos Country Club Properties" as recorded August 3, 1925 in Book "U" of Maps at pages 1, 2 and 3, Santa Clara County Records, situate in the County of Santa Clara, State of California, such real property being more particularly described as follows:

BEGINNING at the most Northerly corner of said Lot 9 said Northerly corner also being on the centerline of West Brook Avenue a 40 foot right-of-way as shown on said Map; thence from said point of beginning along the generally Easterly lines of said Lot 9 through Lot 20 the following four courses and distances: South $15^{\circ} 54'$ East 205.14 feet; South $05^{\circ} 43'$ East 205.12 feet; South $12^{\circ} 47'$ West 65.00 feet; South $23^{\circ} 26'$ West 195.00 feet to the most Southerly corner of said Lot 20; thence leaving said Easterly line and centerline of said West Brook Avenue along the Southerly line of said Lot 20 North $66^{\circ} 34'$ West 30.00 feet; thence parallel to and 30 feet distant from, measured at right angles to the centerline of said West Brook Avenue North $23^{\circ} 26'$ East 157.72 feet; thence along a tangent curve to the left with a radius of 370.00 feet through a central angle of $10^{\circ} 39'$ an arc distance of 68.77 feet to a point that is 30 feet distant from, measured at right angles to the centerline of said West Brook Avenue; thence along a line parallel to the centerline of said West Brook Avenue North $12^{\circ} 47'$ East 11.43 feet; thence along a tangent curve to the left with a radius of 70.00 feet through a central angle of $18^{\circ} 30'$, an arc distance of 22.60 feet to a point that is 30 feet distant from, measured at right angles to the centerline of said West Brook Avenue; thence along a line parallel to the centerline of said West Brook Avenue North $05^{\circ} 43'$ West 135.37 feet; thence along a tangent curve to the left with a radius of 570.00 feet through a central angle of $10^{\circ} 11'$ an arc distance of 101.31 feet to a point that is 30 feet distant from, measured at right angles to the centerline of said West Brook Avenue; thence along a line parallel to the centerline of said West Brook Avenue North $15^{\circ} 54'$ West 151.68 feet to the north line of said Lot 9; thence along the North line of said Lot 9 North $74^{\circ} 06'$ East to the point of beginning, containing 0.4572 acres, more or less.



CURVE DATA

CURVE	R	Δ	L
②	370.00'	10°39'00"	68.77'
③	70.00'	18°30'00"	22.60'
④	570.00'	10°11'00"	101.31'

TANGENT DATA

NO.	BEARING	DIST.
①	S 15° 54' 00" E	205.14'
②	S 05° 43' 00" E	205.12'
③	S 12° 47' 00" W	65.00'
④	S 23° 26' 00" W	195.00'
⑤	N 66° 34' 00" W	30.00'
⑥	N 23° 26' 00" E	157.72'
⑦	N 12° 47' 00" E	11.43'
⑧	N 05° 43' 00" W	135.37'
⑨	N 15° 54' 00" W	151.68'
⑩	N 74° 06' 00" E	30.00'

PLAT TO ACCOMPANY
DESCRIPTION FOR STREET
DEDICATION
WEST BROOK AVE.
SANTA CLARA CO., CALIF.

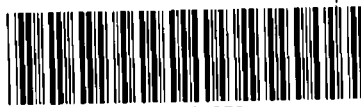


RUTH AND GOING
ENGINEERING • ARCHITECTURE
919 THE ALAMEDA • SAN JOSE, CALIFORNIA

DRAWN: [Signature]
CHECKED: [Signature]
DEPT.:
REVISED:

REG. C.E. NO.

DATE:
SCALE: 1" = 100'
JOB NO. 16455-228
SHEET 1 OF 1



0014461859

Fees..... + No Fees

Taxes....

Copies....

AMT PAID

To be recorded without fee
as per Gov. Code 6103.

BRENDA DAVIS
SANTA CLARA COUNTY RECORDER
Recorded at the request of
County Agency

RDE # 008
10/23/1998
3:27 PM

RETURN TO: PLANNING & DEVELOPMENT
COUNTY SURVEYOR'S OFFICE
70 W. HEDDING ST., 7TH FL., E.W.
SAN JOSE, CA 95110

General Private?

Hidden Valley Lane

AGREEMENT BY OWNER OR HIS SUCCESSORS IN INTEREST
TO CONSTRUCT FUTURE LAND DEVELOPMENT IMPROVEMENTS
(DEFERRED IMPROVEMENT AGREEMENT)

Project Identification: 6748 - 47 - 73 - 97B HIDDEN VALLEY LN.

This is an agreement between the COUNTY OF SANTA CLARA, hereinafter referred to as "County", and BERNARDO A. FERREIRA

hereinafter referred to as "Owner".

WHEREAS, Owner desires to develop the property described in Exhibit A and wishes to defer construction of permanent improvements and County agrees to such deferment provided Owner agrees to construct improvements as herein provided.

NOW, THEREFORE, IT IS AGREED:

I. AGREEMENT BINDING ON SUCCESSORS IN INTEREST

This agreement is an instrument affecting the title or possession of the real property described in Exhibit A. All the terms, covenants and conditions herein imposed shall be binding upon and inure to the benefit of the successors in interest of Owner. Upon the sale or division of the property described in Exhibit A the terms of this agreement shall apply separately to each parcel and the owner of each parcel shall succeed to the obligations imposed on Owner by this agreement. Upon annexation to any City, Owner agrees to fulfill all the terms of this agreement upon demand by such city as though Owner had contracted with such city originally. Any annexing city shall have all the rights of a third party beneficiary.

II. STREET AND DRAINAGE IMPROVEMENTS

A. County and Owner agree that the improvements set forth in this section may be deferred because:

It is not practical to install full street and drainage improvements at this time.

B. Owner agrees to construct the following improvements on the property described in Exhibit A as well as required off-site improvements in the manner set forth in this agreement:

Improvements required by County and generally described on Exhibit B.
(Cross out improvements that are not required.)

1. Curb and gutter
2. Sidewalks
3. Driveways
4. Street grading, base and paving
5. Storm drainage facilities
6. Erosion control plantings and facilities
7. Electroliers
8. Underground conduit with wiring and pull boxes
9. Barricades and other improvements needed for traffic safety.
10. Street trees and other improvements between the curb and property line.
11. Relocation of existing fences, signs and utilities

12. Payment of a pro rata share of the costs as determined by the County of a storm drainage or street improvement which has been, or is to be, provided by others or jointly provided by Owner and others where such facility benefits the property described in Exhibit A.

C. When the County Engineer or County Surveyor determines that the reasons for the deferment of the improvements as set forth in Section II no longer exist, he shall notify Owner in writing to commence their installation and construction. The notice shall be mailed to the current owner or owners of the land as shown on the latest adopted county assessment roll. The notice shall describe the work to be done by owners, the time within which the work shall commence and the time within which the work shall be completed. All or any portion of said improvements may be required at a specified time. Each owner shall participate on a pro rata basis in the cost of the improvements to be installed. If Owner is obligated to pay a pro rata share of a cost of a facility provided by others, the notice shall include the amount to be paid and the time when payment must be made.

III. PERFORMANCE OF THE WORK

Owner agrees to perform the work and make the payments required by County as set forth herein or as modified by the Board of Supervisors. Owner shall cause plans and specifications for the improvements to be prepared by competent persons legally qualified to do the work and to submit said improvement plans and specifications for approval prior to commencement of the work described in the notice and to pay county inspection fees. The work shall be done in accordance with county standards in effect at the time improvement plans are submitted for approval. Owner agrees to commence and complete the work within the time specified in the notice and to notify the County at least 48 hours prior to start of work. In the event Owner fails to construct any improvements required under this agreement, County may, at its option, do the work and collect all the costs from the Owner. Permission to enter onto the property of Owner is granted to County or its contractor as may be necessary to construct such improvements.

IV. JOINT COOPERATIVE PLAN

Owner agrees to cooperate upon notice by County with other property owners, the County and other public agencies to provide the improvements set forth herein under a joint cooperative plan including the formation of a local improvements district, if this method is feasible to secure the installation and construction of the improvements.

V. REVIEW OF REQUIREMENTS

If Owner disagrees with the requirements set forth in any notice to commence installation of improvements he shall, within 30 days of the date the notice was mailed, request a review of the requirements by the Board of Supervisors of County. The decision of this Board shall be binding upon both County and Owner.

VI. MAINTENANCE OF IMPROVEMENTS

County agrees to accept for maintenance those improvements specified in Section II which are constructed and completed in accordance with County standards and requirements and are installed within rights of way or easements dedicated and accepted by resolution of the Board of Supervisors.

Owner agrees to provide any necessary temporary drainage facilities, access road or other required improvements, to assume responsibility for the proper functioning thereof, to submit plans to the appropriate County agency for review, if required, and to maintain said improvements and facilities in a manner which will preclude any hazard to life or health or damage to adjoining property.

VII. BONDS

Prior to approval of improvement plans by the County, Owner may be required to execute and deliver to the County a faithful performance bond and a labor and materials bond in an amount and form acceptable to County to be released by the Board of Supervisors in whole or in part upon completion of the work required and payment of all persons furnishing labor and materials in the performance of the work.

VIII. INSURANCE

Owner shall maintain, or shall require any contractor engaged to perform the work to maintain, at all times during the performance of the work called for herein, a separate policy of insurance in a form and amount acceptable to County.

IX. INDEMNITY

The Developer shall assume the defense and indemnify and save harmless the County, its officers, agents and employees, from every expense, liability or payment by reason of injury "including death" to persons or damage to property suffered through any act or omission, including passive negligence or act of negligence, or both, of the Developer, his employees, agents, contractors, subcontractors, or anyone directly or indirectly employed by either of them, or arising in any way from the work called for by this agreement, on any part of the premises, including those matters arising out of the deferment of permanent drainage facilities or the adequacy, safety, use or nonuse of temporary drainage facilities, the performance or nonperformance of the work. This provision shall not be deemed to require the developer to indemnify the County against the liability for damage arising from the sole negligence or willful misconduct of the County or its agents, servants or independent contractors who are directly responsible to the County.

IN WITNESS WHEREOF, County has executed this agreement as of

Oct 22, 1990

COUNTY OF SANTA CLARA

Donald D. Litchi, deputy
County Surveyor

IN WITNESS WHEREOF, Owner has executed this agreement as of Oct 20, 1995

AKA

Bernardo A. Ferreira
Owner

(Sign Names Exactly as They Appear
On Deed of Title)

BERNARDO A. FERREIRA

APPROVED AS TO FORM:

Michael J. Chiles
Deferred Improvement Agreement

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

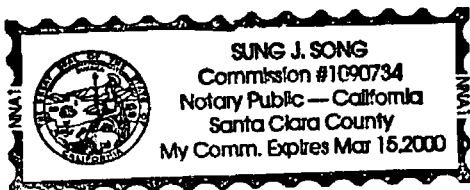
State of CALIFORNIA

County of SANTA CLARA

On October 20, 1998 before me, SUNG J. SONG,
Date Name and Title of Officer (e.g., "Jane Doe, Notary Public")

personally appeared BERNARDO ANDRE FERREIRA,
Name(s) of Signer(s)

☐ personally known to me – OR – ☒ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



WITNESS my hand and official seal.

[Signature]
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer
Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney-in-Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

Signer's Name: _____

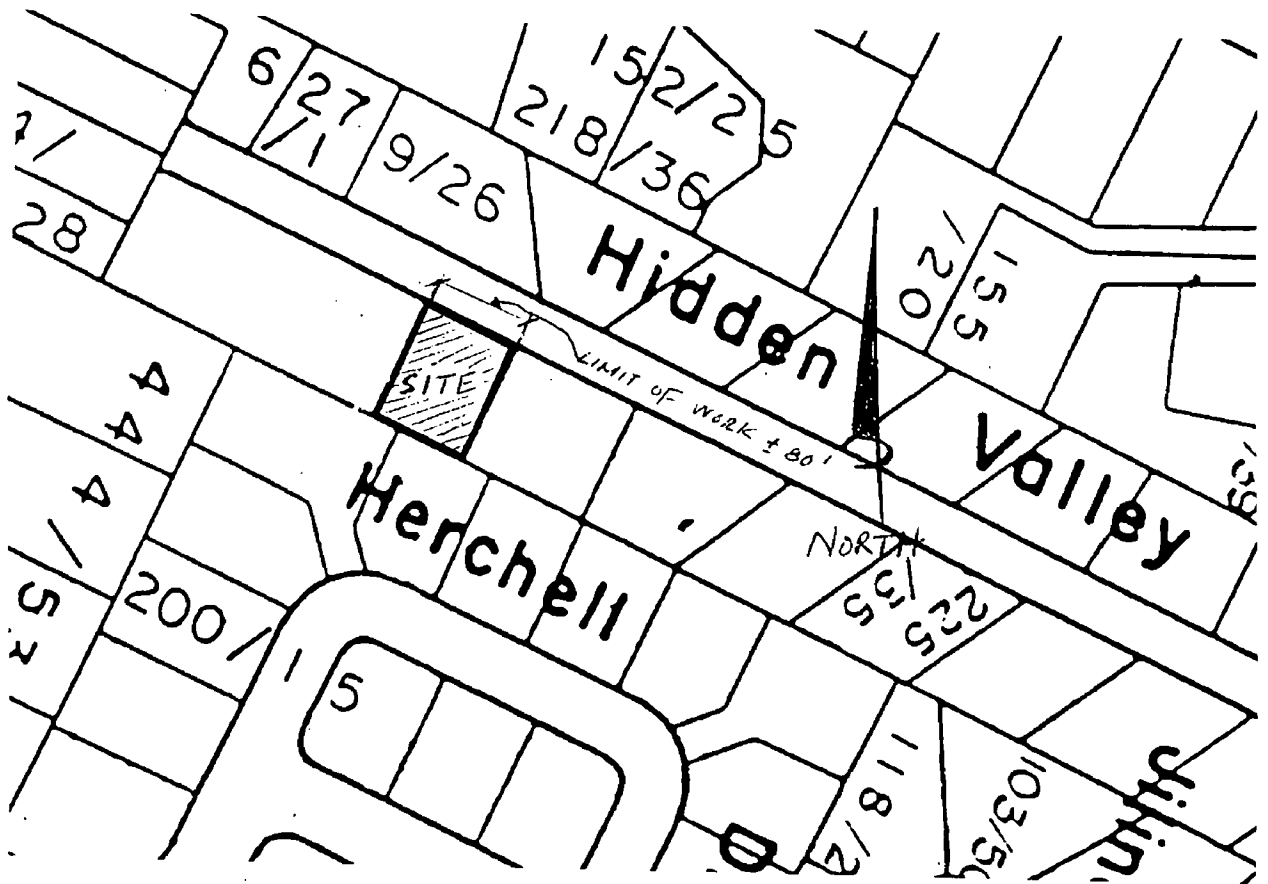
- ☐ Individual
☐ Corporate Officer
Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney-in-Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

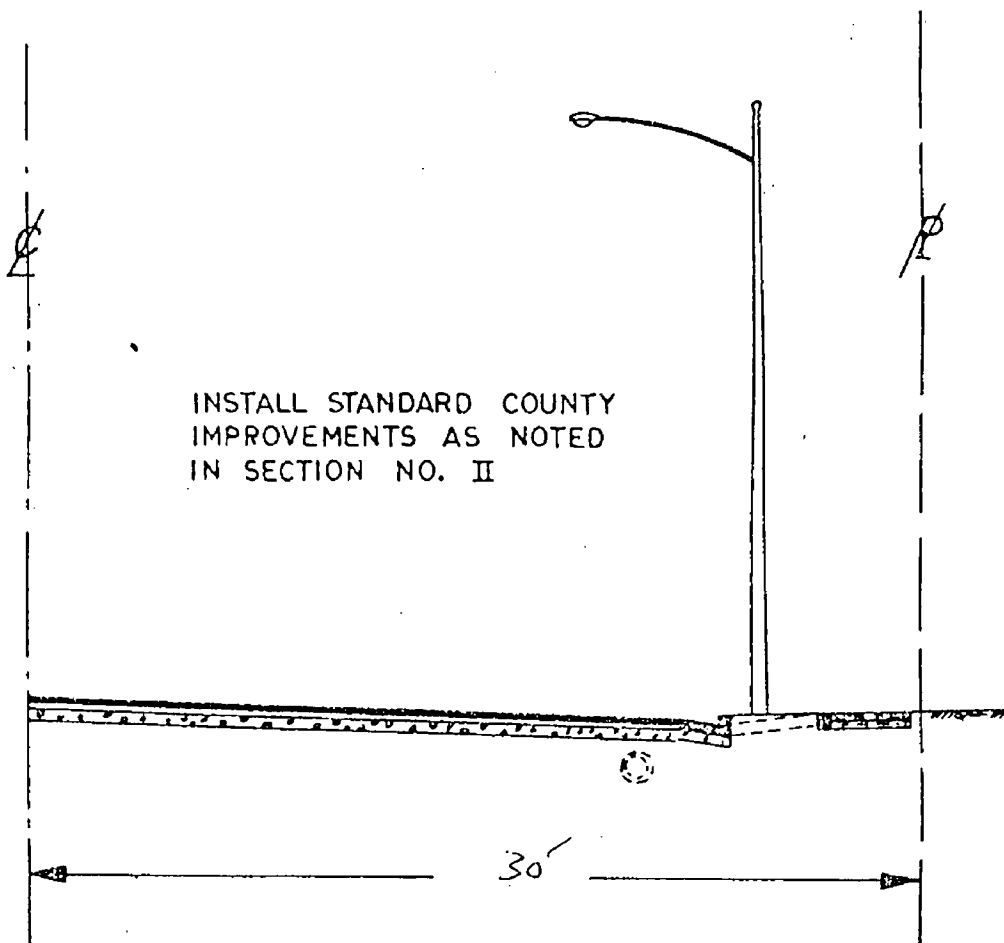
EXHIBIT A

All that certain parcel of land described in that Grant Deed. Daniel G. Arellano to Bernardo A. Ferreira recorded with document no. 13825469 Official records. Office of the Recorder, County of Santa Clara, State of California, which description is by this reference incorporated herein



PLAN VIEW
no scale

500 scale map
Map No. 52
Not to scale



HIDDEN VALLEY DRIVE

TYPICAL $\frac{1}{4}$ STREET SECTION
no scale

EXHIBIT 'B'

DEFERRED IMPROVEMENT AGREEMENT

file no. 6748-47-73-9713

To be recorded without fee
as per Gov. Code 6103.

RETURN TO: PLANNING & DEVELOPMENT
COUNTY SURVEYOR'S OFFICE
70 W. HEDDING ST., 7TH FL., E.W.
SAN JOSE, CA 95110

DOCUMENT: 15277298



0015277298

Titles: 1 / Pages: 6

Fees: ... + No Fees

Taxes: ...

Copies: ...

AMT PAID

BRENDA DAVIS
SANTA CLARA COUNTY RECORDER
Recorded at the request of
County Agency

RDE # 005
6/12/2000
8:36 AM

APN 654-19-015

AGREEMENT BY OWNER OR HIS SUCCESSORS IN INTEREST
TO CONSTRUCT FUTURE LAND DEVELOPMENT IMPROVEMENTS
(DEFERRED IMPROVEMENT AGREEMENT)

Cons Private

Project Identification: 7322-51-70-99B - Mangin Way.

This is an agreement between the COUNTY OF SANTA CLARA, hereinafter
referred to as "County", and Gregory D. Feist and Andrea C. Feist

hereinafter referred to as "Owner".

WHEREAS, Owner desires to develop the property described in Exhibit A and wishes
to defer construction of permanent improvements and County agrees to such deferment
provided Owner agrees to construct improvements as herein provided.

NOW, THEREFORE, IT IS AGREED:

I. AGREEMENT BINDING ON SUCCESSORS IN INTEREST

This agreement is an instrument affecting the title or possession of the real property
described in Exhibit A. All the terms, covenants and conditions herein imposed shall be
binding upon and inure to the benefit of the successors in interest of Owner. Upon the sale or
division of the property described in Exhibit A the terms of this agreement shall succeed to the obligations
imposed on Owner by this agreement. Upon annexation to any City, Owner agrees to fulfill all
the terms of this agreement upon demand by such City as though Owner had contracted with
such City originally. Any annexing City shall have all the rights of a third party beneficiary.

II. STREET AND DRAINAGE IMPROVEMENTS

- A. County and Owner Agree that the improvements set forth in this section
may be deferred because:

It is not practical to install full street and drainage improvements at this
time.

- B. Owner agrees to construct the following improvements on the property
described in Exhibit A as well as required off-site improvements in
the manner set forth in this agreement:

Improvements required by County and generally described on Exhibit B.
(Cross out improvements that are not required).

1. Curb and Gutter
2. Sidewalks
3. Driveways
4. Street grading, base and paving
5. Storm drainage facilities
6. Erosion control plantings and facilities
7. Electroliers
8. Underground conduit with wiring and pull boxes
9. Barricades and other improvements needed for traffic safety.
10. Street trees and other improvements between the curb and
property line.
11. Relocation of existing fences, signs and utilities.

12. Payments of a pro rata share of the costs as determined by the County of a storm drainage or street improvement which has been, or is to be, provided by others or jointly provided by Owner and others where such facility benefits the property described in Exhibit A.

- C. When the County Road Commissioner or County Surveyor determines that the reasons for the deferment of the improvements as set forth in Section II no longer exists, he shall notify Owner in writing to commence their installation and construction. The notice shall be mailed to the current owner or owners of the land as shown on the latest adopted County assessment roll. The notice shall describe the work to be done by owners, the time within which the work shall commence and the time within which the work shall be completed. All or any portion of said improvements may be required at a specified time. Each owner shall participate on a pro rata basis in the cost of the improvements to be installed. If Owner is Obligated to pay a pro rata share of a cost of a facility provided by others, the notice shall include the amount to be paid and the time when payment must be made.

III. PERFORMANCE OF THE WORK

Owner agrees to perform the work and make the payments required by County as set forth herein or as modified by the Board of Supervisors. Owner shall cause plans and specifications for the improvements to be prepared by competent persons legally qualified to do the work and to submit said improvement plans and specifications for approval prior to commencement of the work described in the notice and to pay County inspection fees. The work shall be done in accordance with County standards in effect at the time improvement plans are submitted for approval. Owner agrees to commence and complete the work within the time specified in the notice and to notify the County at least 48 hours prior to start of work. In the event Owner fails to construct any improvements required under this agreement, County may, at its option, do the work and collect all the costs from the owner. Permission to enter onto the property of Owner is granted to County or its contractor as may be necessary to construct such improvements.

IV. JOINT COOPERATIVE PLAN

Owner agrees to cooperate upon notice by County with other property owners, the County and other public agencies to provide the improvements set forth herein under a joint cooperative plan including the formation of a local improvements district, if this method is feasible to secure the installation and construction of the improvements.

V. REVIEW OF REQUIREMENTS

If Owner disagrees with the requirements set forth in any notice to commence installation of improvements he shall, within 30 days of the date the notice was mailed, request a review of the requirements by the Board of Supervisors of County. The Decision of this Board shall be binding upon both County and Owner.

VI. MAINTENANCE OF IMPROVEMENTS

County agrees to accept for maintenance those improvements specified in Section II which are constructed and completed in accordance with County standards and requirements and are installed within rights of way or easements dedicated and accepted by resolution of the Board of Supervisors.

Deferred Improvement Agreement

Owner agrees to provide any necessary temporary drainage facilities, access road or other required improvements, to assume responsibility for the proper functioning thereof, to submit plans to the appropriate County agency for review, if required, and to maintain said improvements and facilities in a manner which will preclude any hazard to life or health or damage to adjoining property.

BONDS

- VII. Prior to approval of improvement plans by the County, Owner may be required to execute and deliver to the County a faithful performance bond and a labor and materials bond in a n amount and form acceptable to County to be released by the Board of Supervisors in whole or in part upon completion of the work required and payment of all persons furnishing labor and materials in the performance of the work.

VIII. INSURANCE

Owner shall maintain, or shall require any contractor engaged to perform the work to maintain, at all times during the performance of the work called herein, a separate policy of insurance in a form and amount acceptable to County.

IX. INDEMNITY

The Developer shall assume the defense and indemnify and save harmless the County, its officers, agents, and employees, from every expense, liability or payment by reason of injury "including death" to persons or damage to property suffered through any act or omission, including passive negligence or act of negligence, or both, of the Developer, his employees, agents, contractors, subcontractors, or anyone directly or indirectly employed by either of them, or arising in any way from the work called for by this agreement, on any part of the premises, including those matters arising out of the deferment of permanent drainage facilities or the adequacy, safety, use or nonuse of temporary drainage facilities, the performance or nonperformance of the work. This provision shall not be deemed to require the developer to indemnify the County against the liability for damage arising from the sole negligence or willful misconduct of the County or its agents, servants or independent contractors who are directly responsible to the County.

IN WITNESS WHEREOF, County has executed this agreement as of

May 31, 2000

COUNTY OF SANTA CLARA

Donald H. Loring, deputy
County Road Commissioner or
County Surveyor

IN WITNESS WHEREOF, Owner has executed this agreement as of

Gregory D Feist
Owner(s) Gregory D. Feist
Andrea C. Feist
ANDREA C. FEIST

(Sign Names Exactly as they Appear on
Deed of Title).

APPROVED AS TO FORM AND LEGALITY:

Brian L. Carr 8/4/99
Deputy County Counsel (Date)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Santa Clara } ss.

On May 31, 2000, before me, Mai Le Trinh,
Date Name and Title of Officer (e.g., "Jane Doe, Notary Public")

personally appeared Gregory D. and Andrea C. Feist,
Name(s) of Signer(s)

☐ personally known to me
☒ proved to me on the basis of satisfactory evidence



to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Place Notary Seal Above

Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Deferred Improvement Agreement

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer

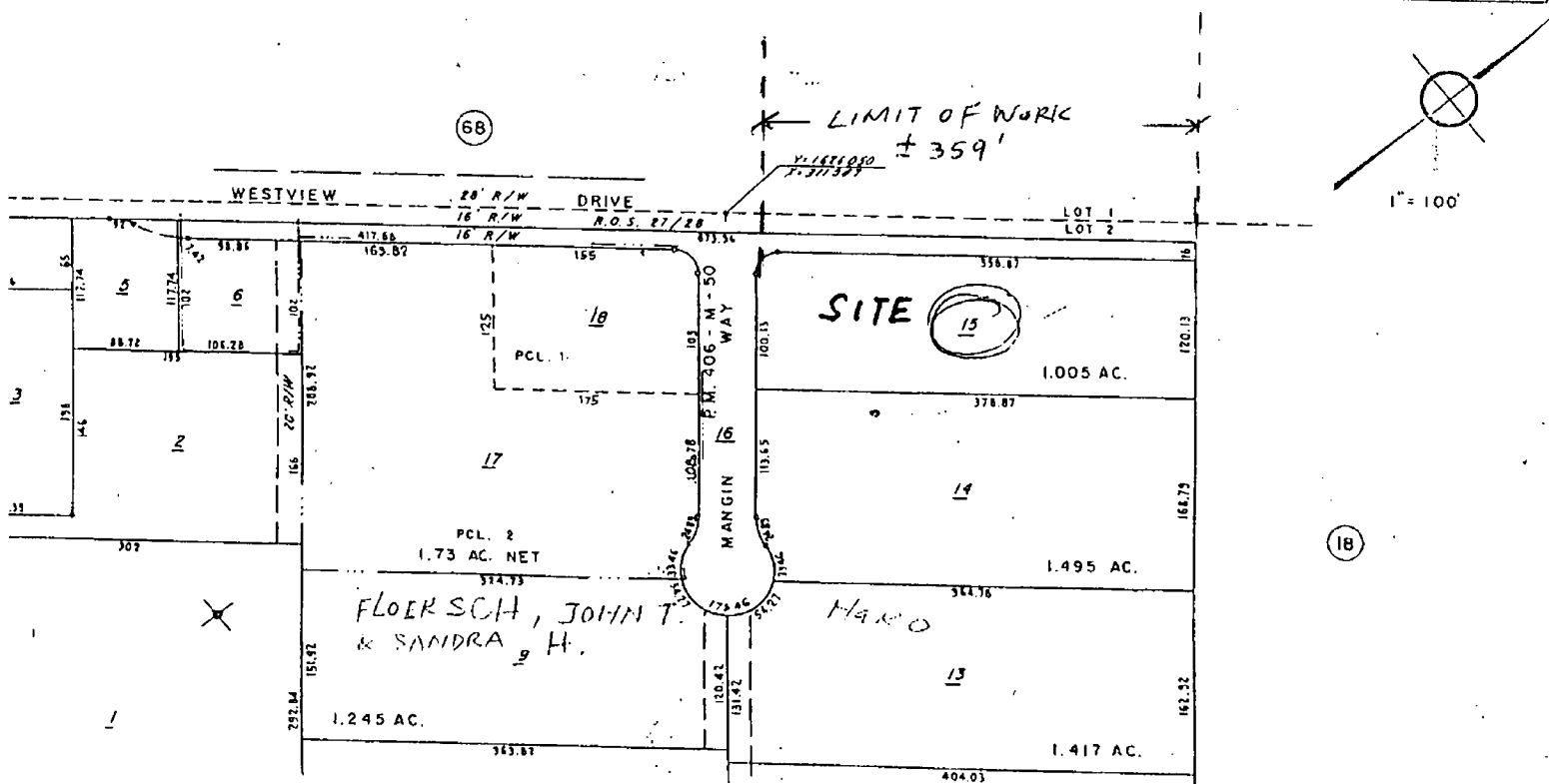
Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

EXHIBIT A

All that certain parcel of land described in that Individual Grant Deed, Rui Leal, Who acquired Title as A Single Man and Luniano Callegari, Who acquired Title as An Unmarried Man, as Tenants in common grant to Gregory D. Feist and Andrea C. Feist recorded in document no. 14158882, Office of the Recorder, County of Santa Clara, State of California, which description is by this reference incorporated herein.



ANNUAL REPORT

FISCAL YEAR 1961 - 1962

PHASE I

EXPRESSWAY PROGRAM

county of santa clara



DEPARTMENT OF PUBLIC WORKS JAMES B. ENOCHS, DIRECTOR

ANNUAL REPORT

FISCAL YEAR 1961-1962

PHASE I EXPRESSWAY PROGRAM

BOARD OF SUPERVISORS

HOWARD R. WEICHERT — CHAIRMAN
SAM P. DELLA MAGGIORE
ED R. LEVIN
RALPH H. MEHRKENS
MARTIN J. SPANGLER , SR.

County of Santa Clara

HOWARD W. CAMPEN
COUNTY EXECUTIVE



DEPARTMENT OF PUBLIC WORKS / JAMES B. ENOCHS, DIRECTOR

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GENERAL

Purpose and Scope:

Passage of the \$70 Million Phase I Expressway Bond Issue on March 28, 1961 authorized the implementation phase of the County-wide expressway effort. When bonds were authorized by the voters, the fiscal year ending June 30, 1962 was administratively designated as the first year of the Bond Program. With the completion of the first year of an eight-year program, a progress report on the status of the expressway effort is in order for the benefit of those who are interested and concerned with successful completion of what is essentially a pioneer effort by a local agency.

This pioneer effort naturally will cause problems which have not been encountered before. Such new problems can cause concern among those who may not be fully informed. These problems are currently under control and significant progress in the program has been achieved.

Overall progress during the first year of the program has not shown itself in actual construction of roadway facilities. There has been, however, solid accomplishment in other areas. Primary effort has been directed toward:

1. Geometric planning for the system. This work will be completed by December 1962.
2. Securing required legislative approvals of geometric plans. These approvals are prerequisite to proceeding with further engineering.
3. Establishing and implementing a highly professional method for selecting engineers in private practice to increase expressway engineering capacity. This method is fundamentally a qualifications appraisal method without discussion of compensation until qualifications have been established.
4. Retaining design engineering capacity outside of the County service as rapidly as projects have been authorized through completion of Expressway Agreements. Twelve such contracts were executed during the first year. Current plans call for the entire system to be under design by the end of the calendar year.
5. Providing administrative support to the Trafficways Committee and the Staff Subcommittee. Many amendments to the Policy Resolution have been considered. Six have been adopted by the Board of Supervisors. Several others are still under consideration to further clarify the basic working document for the program.

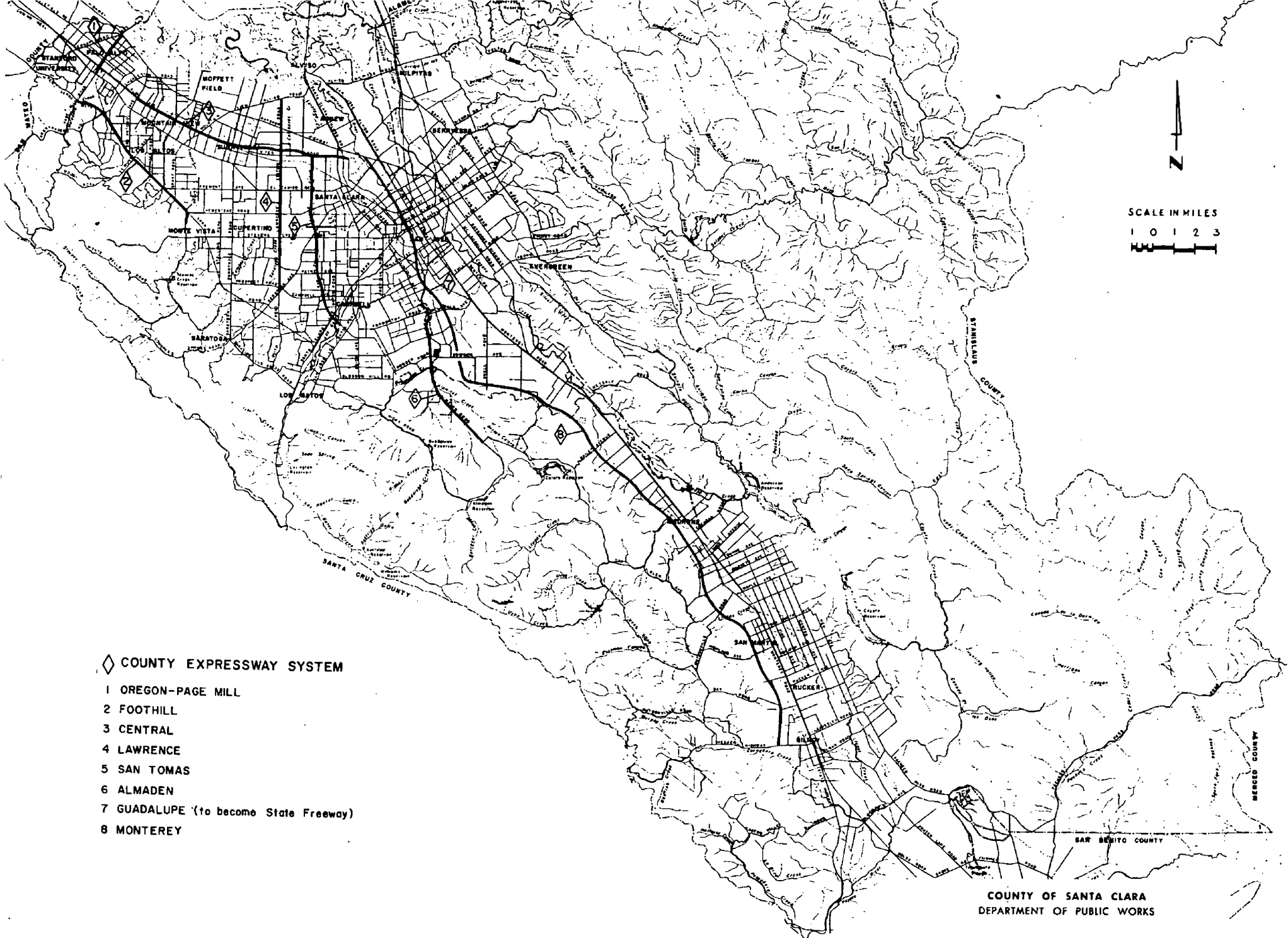
GENERAL

With the foundation laid for solid progress during the first year, rate of construction progress in future years can be expected to increase sharply if cooperation among the many agencies involved can continue. The only real limitation will be availability of bond funds. The progress achieved during the first year has been due to maximum effort on the part of many despite a tendency of some toward factionalism.

This report covers the following general areas of interest:

1. Organization used to implement the program.
2. Status of the program at the end of the first year.
3. Problems being encountered in the implementation of the program.
4. Policy decisions which have yet to be made in order to insure successful completion of the program.

PLATE I. shows facilities authorized under the current \$70 Million Phase I program. Construction will not necessarily be completed on all of the routes to provide finished roadways during the current program. Oregon-Page Mill, Central, Foothill, Lawrence and San Tomas will be completed interim facilities during the authorized bonding effort. Almaden will probably be completed during the bond-time period by infusion of additional financing by the City of San Jose and the County. Monterey will be completely planned but construction is expected to be nominal. Guadalupe is scheduled for right-of-way purchases only so that construction can proceed as a State Freeway. There are four railroad grade separations and one interchange authorized in the \$70 Million Program.



◇ COUNTY EXPRESSWAY SYSTEM

- 1 OREGON-PAGE MILL
- 2 FOOTHILL
- 3 CENTRAL
- 4 LAWRENCE
- 5 SAN TOMAS
- 6 ALMADEN
- 7 GUADALUPE (to become State Freeway)
- 8 MONTEREY

COUNTY OF SANTA CLARA
DEPARTMENT OF PUBLIC WORKS

PHASE I EXPRESSWAY PROGRAM

CONCLUSIONS AND RECOMMENDATIONS

The first eight-year phase of the 25-year expressway construction cooperative effort involving all of the cities and the County is working satisfactorily. Checks and balances introduced to the program through the device of the Policy Resolution are insuring a continued cooperative effort among all agencies with the County primarily serving as an agent for this cooperative effort. Any initial phase of such a long-term program can naturally be expected to require resolution of a large number of problems in order to provide a substantial foundation for subsequent phases. This foundation has been laid during the first year of this program.

The procedure currently being used to implement the Phase I program is working rather successfully from the administrative viewpoint. Additional engineering capacity is being secured from existing firms in private practice and not through a concerted build-up of governmental staffs. Minimum additional personnel are being acquired sufficient only to protect interests of government or to perform functions which cannot reasonably be performed by private agencies. Existing methods for retaining private practice capacity are working well and should be continued.

Progress during the first year, although limited, is still within the range of normal progress for this type of program. Anticipated progress during the coming fiscal year should improve measurably if cooperation is maintained.

The majority of problems cited in this report can be resolved in time without legislative action. These soluble problems are basically rooted in the pioneer nature of the current large-scale effort. Actual experience during the life of the bonding effort will work to mitigate these problems.

Fiscal augmentation of the Phase I program may be required due to cost increases caused by inflation. The precise effects of possible inflation on the bond program cannot be fully evaluated at this time since there has not been enough cost experience during the first year. Long-term planning involving legislative policy decisions is indicated but policy decisions should await compilation of more exact data. Philosophical decisions regarding fiscal augmentation alternatives would be helpful at this time to provide administrative guidance in the compilation of additional data.

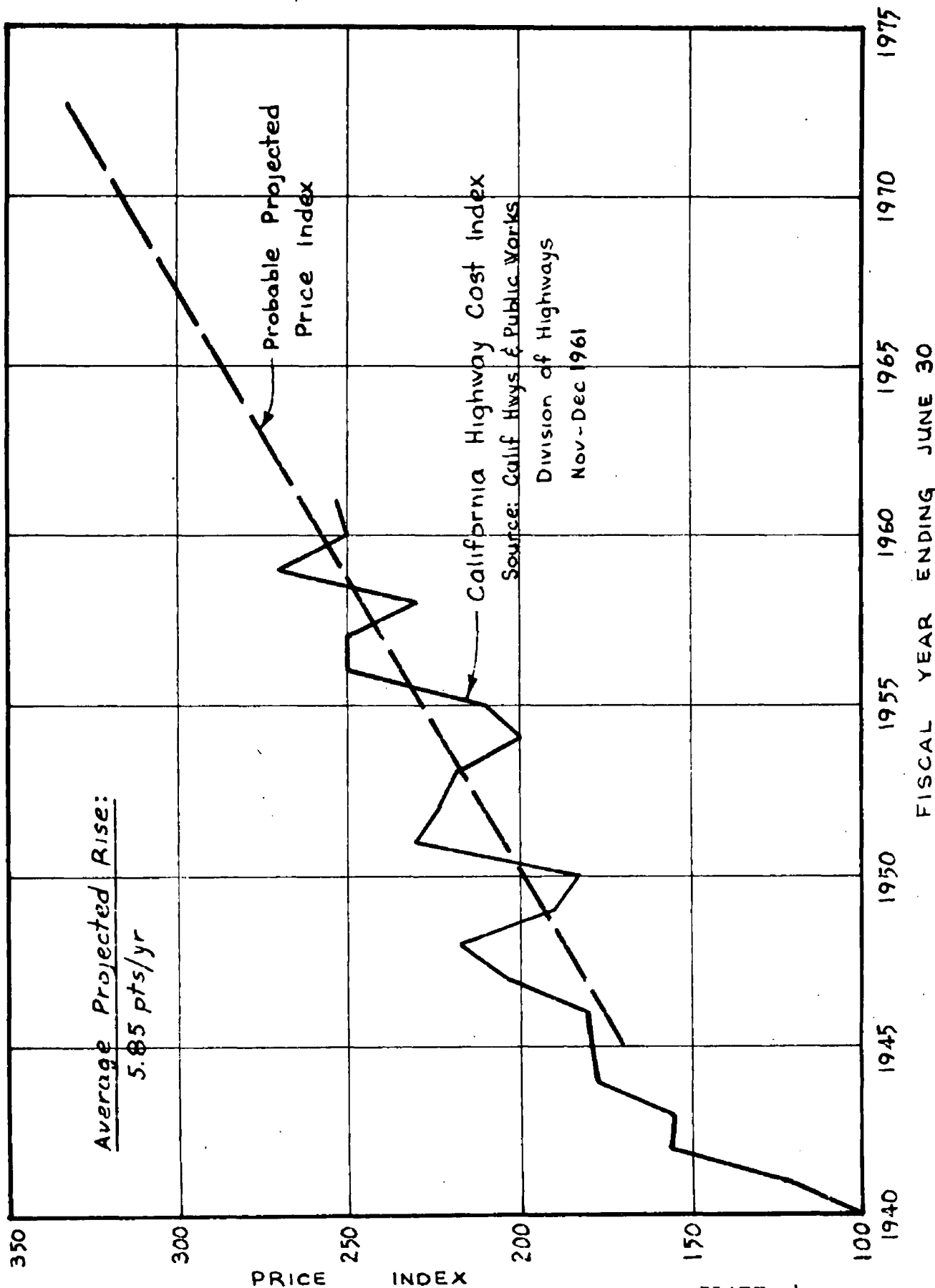


PLATE 4 shows the expected rise in construction costs during the life of the Phase I program. The cost index of the Division of Highways applies to the entire State of California. There is little reason to expect that the trend is substantially different in the County of Santa Clara. It is similarly unreasonable to plan the future of the Phase I program in hopes of a recession which will reduce expected price increases.

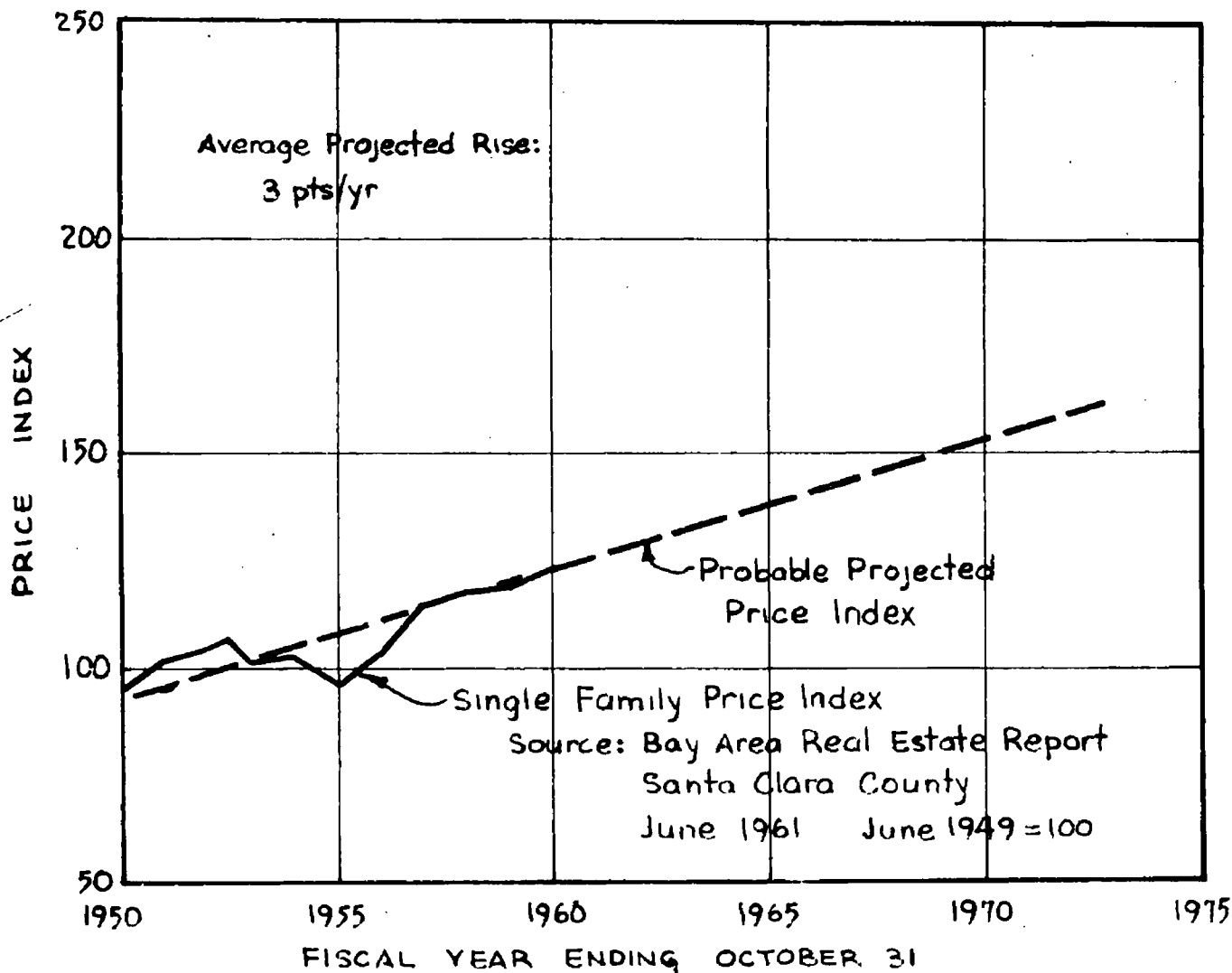


PLATE 3 is an example of the expected rising price trend for acquisition of right-of-way during the life of the \$70 Million Program. The chart applies to average conditions in Santa Clara County for single-family residences only. Studies made by the Right-of-Way Division of the Department during the first year of the program indicate that the price index for raw land is increasing more rapidly than the charted index for single-family residences.

PROBLEMS

Charts are included with this report which can be used as indicators of the problem. These charts cannot provide the total answer, however, since the only proper measure of the fiscal impact of inflation on the bond program will be by actual experience as the program proceeds. Analysis of actual cost experiences is required and this information will not be available in useable form until after significant construction commences.

If the impact of inflation is to be a problem, it is not likely to be solved solely at the administrative level. Legislative planning to minimize effects of this potential problem is indicated but such planning should be in the nature of long-range efforts until more information is available. Several areas can be explored to minimize any deficit problem. These are:

1. The possibility of contributing governmental services to the program by all agencies involved in the program.
2. The possibility of completing the program on a "pay-as-you-go" basis using budgeted funds of the County.
3. The possibility of incorporating the end of the present program with a subsequent bonding program. In any case, a subsequent bonding program is required if the present 25-year expressway plan is to be completed.
4. The possibility of applying the majority of any additional road fund financing authorized by the State to the benefit of the expressway system.
5. The possibility of completely revising the Federal Aid Secondary System in the County to include the expressway system. Staff level efforts in this regard are continuing. It is possible that the San Tomas and the Foothill could be financed on a matching basis if the FAS system can be revised in time. Such a move would significantly relieve fiscal pressure.

PROBLEMS

There is a measurable loss of efficiency in highway design due to dividing a given expressway route into projects within the capacity of local consultants and local contractors. This is not a serious problem at the present time but may cause difficulty as the program accelerates during the middle of the bonding period. The unitizing of projects where possible is regarded as desirable, however, despite some loss of efficiency. Such unitizing permits setting project sizes within the capacity of local engineers and contractors.

The securing of necessary approvals prior to commencing detailed engineering design is proving to be a greater problem than was originally anticipated. There is a growing insistence on preservation of access rights for individual industries or commercial centers with little apparent regard for the impact of this insistence on the utility of the expressway. Other factors which are possibly inhibiting rapid approvals are:

1. Concern regarding imagined concessions to other cities and a desire to secure similar "concessions".
2. Concern regarding the socio-economic impact of an expressway without a concurrent analysis of benefits accruing from efficient movement of traffic.
3. Simple imposition of personal opinion rather than dispassionate review of proposed plans for suitability.

Some of the factors recited above also have a measurable effect on the geometric standards to which the expressway system will be built in Phase I. Resolution of the standards problem should occur within the foreseeable future because of the effect on plans for completing the incomplete Phase I system. Expressway construction on a consistent basis is highly desirable. Efforts are continuing to secure a socially acceptable expressway system as well as an efficient and utilitarian facility.

The effect of inflation and resulting cost increases was not included in original cost estimates leading to the Phase I bonding program. It is not yet a problem. During the first year of the program, there has been considerable discussion regarding the magnitude of the inflation problem. Several analyses have been completed but the precise effect of possible inflation has not yet been fully evaluated.

PROBLEMS

A total of 52 requests for urgency or hardship purchase of individual parcels has been received during the first year. Twenty-three of these parcels have been acquired through negotiation. Two are under litigation. The litigation solution for the acquisition of urgency purchases is selected only to prevent the issuance of development approval by a jurisdiction.

Normal urgency acquisition is commenced only when both of the following conditions are met:

1. The route has been adopted by the jurisdiction in which the parcel lies.
2. A letter certifying as to the urgency of the purchase is received by the Department of Public Works from the city having jurisdiction over the parcel.

Each urgency purchase requires disruption of the right-of-way production schedule so that a right-of-way agent may respond to the urgency. The backlog is increasing because recruitment of competent right-of-way agents to meet the production demand is difficult and slow. The total of 52 urgency requests represents approximately 1-1/2 man-years of effort deleted from the Right-of-Way Division currently comprised of seven men. The cooperation of all agencies is needed to secure thorough investigation regarding necessity for the purchase prior to certification if the major right-of-way acquisition effort is to proceed.

Right-of-way clearance in advance of construction is not yet a problem but is anticipated to be a major problem since design is proceeding more rapidly than right-of-way acquisition. The current plan is to sell all improvements by bid immediately upon acquisition without rental so that right-of-way clearance will not constitute a project in itself. It is anticipated that a cash deposit will be required from bidders offering to buy improvements to guarantee removal of improvements within a given time period.

Approximately \$7 million of flood control improvements will be required due to expressway construction. It is apparent that the Flood Control and Water Conservation District will not have sufficient resources from current revenues to participate in the required cooperative construction program. The Expressway Program estimates assumed, however, that the District would be able to participate from proposed bond issues for the Central and North Central Zones. These bond issue elections have not yet been held but are programmed for the Spring of 1963.

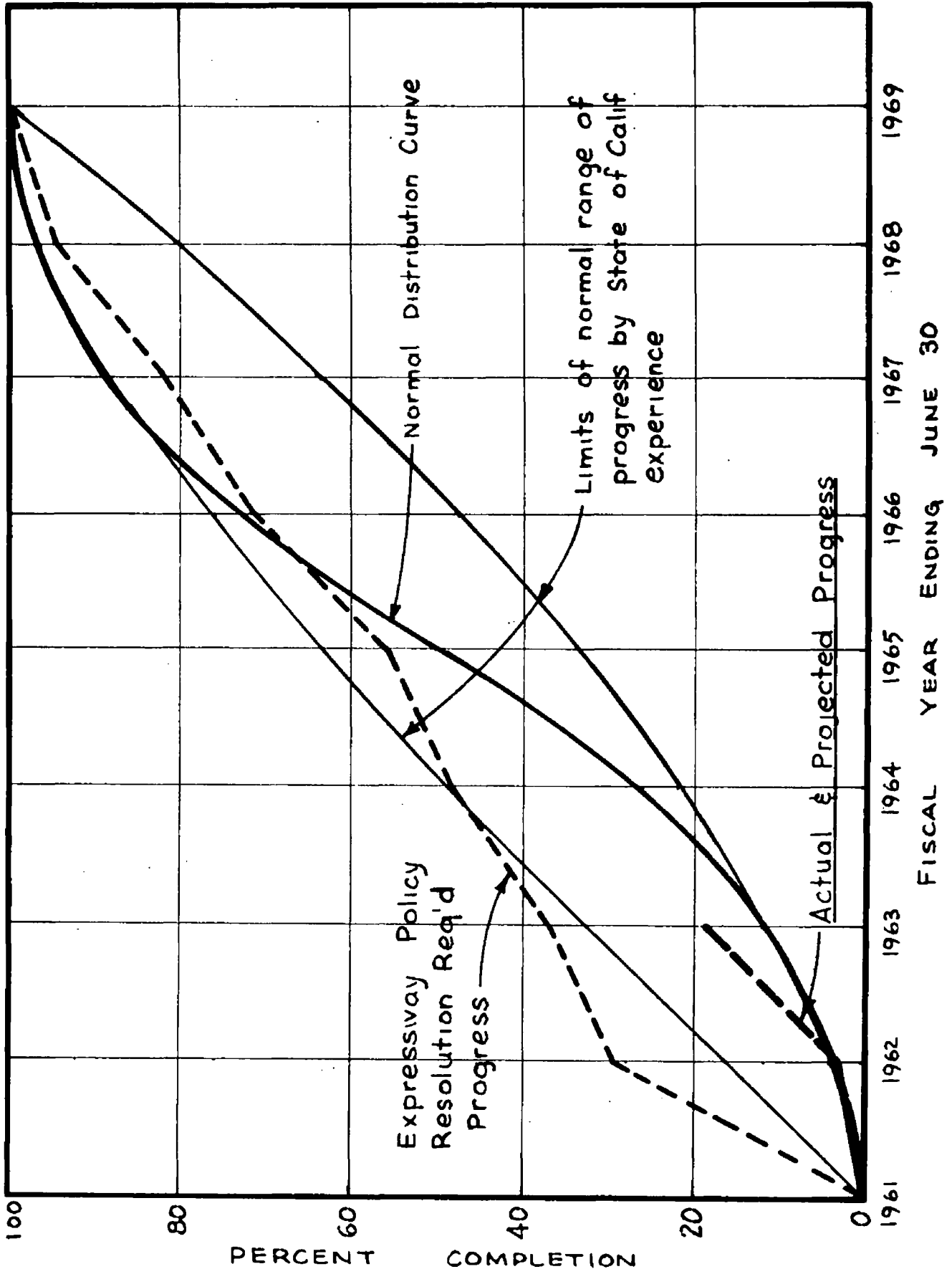


PLATE 2 shows the current status of the expressway program expressed in terms of percentage completion. It is compared with various methods of gaging job progress. Projected progress during the coming fiscal year is conservative and represents obligation on projects which can reasonably be started during the coming fiscal year. Despite problems discussed elsewhere in this report, historical progress is still within the acceptable range of job progress for this type of effort.

STATUS

Approximately \$350,000 in engineering design fees have been obligated to date for the preparation of detailed plans for construction. Additional monies have been authorized on each of the twelve engineering agreements for the performance of right-of-way surveys necessary for the acquisition of right-of-way.

STATUS

It is anticipated that the following projects will go to construction during the 1963 construction season:

1. Central Expressway from Curling to Bernardo
2. San Tomas Expressway from Stevens Creek Boulevard to Williams Road
3. Lawrence Expressway from Mt. View-Alviso Road to Junipero Serra Freeway
4. Oregon-Page Mill Expressway from Bayshore to Alma

It is possible that additional portions of the San Tomas Expressway can be started in 1963. Construction scheduling along this expressway is hindered, however, by the requirement to begin construction at the start of the season since the expressway and the San Tomas Creek improvement are completely dependent upon each other. It would be unwise to begin construction on creek portions of this expressway unless there is a reasonable opportunity to complete construction prior to the wet season. Additional portions of the San Tomas and portions of the Foothill Expressway can physically begin in 1964.

It is anticipated that \$12 million worth of construction and right-of-way will be obligated by the end of the second year of the program.

Non-expressway projects are under design for the cities of Los Gatos, Gilroy, and Monte Sereno. A non-expressway project for the city of Milpitas and for the city of Morgan Hill is anticipated in the very near future. One of the Los Gatos projects will be bid in October.

The manner of consulting engineer selection has proven to be most successful and professional. Engineers in Santa Clara County have been invited to submit their professional qualifications prior to an oral interview before a Consulting Engineer Selection Committee. Following completion of a review of written qualifications and the oral interview, engineers for specific projects are selected by the Committee for subsequent recommendation to the Board of Supervisors - if the Department of Public Works can conclude a successful fee negotiation with the selected engineer. Engineering agreements are a fixed-fee type of agreement for the performance of the design function and are reimbursable for the performance of right-of-way surveying and preparation of record of survey maps which serve as right-of-way acquisition maps.

STATUS

There have been two sales of bonds to finance the current program. Details of these two sales are as follows:

<u>Series</u>	<u>Amount</u>	<u>Bid Opening Date</u>	<u>Average Interest</u>
A	\$20,000,000	June 8, 1961	3.40481%
B	8,000,000	April 26, 1962	2.72691%

Funds derived from these bond sales have been invested on a comprehensive program to perform two functions:

1. To hedge the effects of inflation on the completion of the program.
2. To provide for an investment maturity schedule which roughly conforms to anticipated expenditures.

All expressway routes have been adopted by all cities through the device of the relinquishment resolution except for portions of the Central Expressway through Sunnyvale and for portions of the Guadalupe Freeway south of Rosa Street. It is anticipated that the Guadalupe alignment will be designated as a County Highway for right-of-way purposes as soon as the State of California determines a precise alignment.

Expressway agreements have been secured as follows:

1. Central Expressway from San Antonio Road to Bernardo
2. San Tomas Expressway from Stevens Creek Boulevard to Williams Road
3. Lawrence Expressway from Mt. View-Alviso Road to Junipero Serra Freeway.
4. Oregon-Page Mill Expressway from Bayshore Highway to Alma Street

Scheduling of construction has been difficult. Right-of-way acquisition has been and probably will continue to be one of the critical areas in future scheduling of construction. A major project involving the intersection of San Tomas Expressway and Stevens Creek Boulevard will commence during the Summer of 1962. A temporary roadway on the San Tomas Expressway between Stevens Creek Boulevard and Moorpark Avenue has already been completed in order to satisfy a commitment to the State of California for the Junipero Serra Freeway.

ORGANIZATION

4. Operation of equipment rental contracts which are used in those cases where rapid and less formal practices are shown to be beneficial. The need for quick response to a construction opportunity is the most common reason for an equipment rental contract.

Traffic:

Detailed traffic studies along adopted routes in the Phase I system are a responsibility of the Traffic Division. These traffic studies are the basis for detailed geometric plans as well as for construction plans and planned signalization. The work is essential to Phase I because of the rapidly changing nature of traffic characteristics in Santa Clara County.

Maintenance:

No maintenance work on bond program expressways has yet been performed. Maintenance on relinquished routes is an individual jurisdictional responsibility until construction begins. Expressway maintenance will be done as a part of the routine responsibility of the East and West Yard Divisions of the Department. Both Yard Divisions have already contributed to the bond program, however, through performance of tasks required to keep the engineering and right-of-way clearance effort moving.

ORGANIZATION

Design:

The Design Division, Bureau of Highways, Department of Public Works, is responsible for the following areas of work:

1. Administrative support to the Consulting Engineer Selection Committee.
2. Liaison and operational control of engineers actually preparing detailed design plans. This liaison work applies not only to private engineering effort but also to engineering work by other agencies and by the staff of the Department.
3. Coordination of the right-of-way purchase effort to insure that design and right-of-way purchase proceed on a compatible schedule.
4. Special design studies for the overall program and actual Phase I design in special cases.

Right-of-Way:

The Right-of-Way Division is responsible for the actual purchase of the estimated 2,400 parcels required for the initial expressway effort. Personnel of the Division are responsible for right-of-way estimates furnished to the Planning Division as well as appraisals and negotiation for individual parcels. Liaison with outside appraisers is also a responsibility of this Division. In accordance with standard right-of-way purchase practice, appraisals are made by others than those involved in the actual acquisition of a given piece of property. Detailed and exhaustive appraisal techniques have been adopted in the Division to allow acquisition on a single-price basis.

Construction:

The first major construction project on the expressway system was bid on August 9, 1962. The Construction Division is responsible for all construction control necessary to insure compliance with plans and specifications for the Expressway Program. This includes:

1. Project inspection
2. Materials testing and control
3. Preparation of progress payments

ORGANIZATION

Efforts are currently underway to modify current fiscal practices to provide more useable fiscal information for management purposes.

7. Policy matters are, of course, the sole responsibility of the Board of Supervisors and the recommendations of the Trafficways Committee.

All projects receive approval from cities through which the expressway passes. This is done in three stages:

1. Relinquishment as a County highway. This is the route adoption phase and permits subsequent geometric planning. It also permits emergency right-of-way acquisition.
2. Execution of an Expressway Agreement with the Board of Supervisors. This completes the planning phase and permits preparation of design plans and specifications.
3. Approval of Design Plans. This completes the design phase and permits "production-line" right-of-way acquisition and physical construction of the project.

Planning:

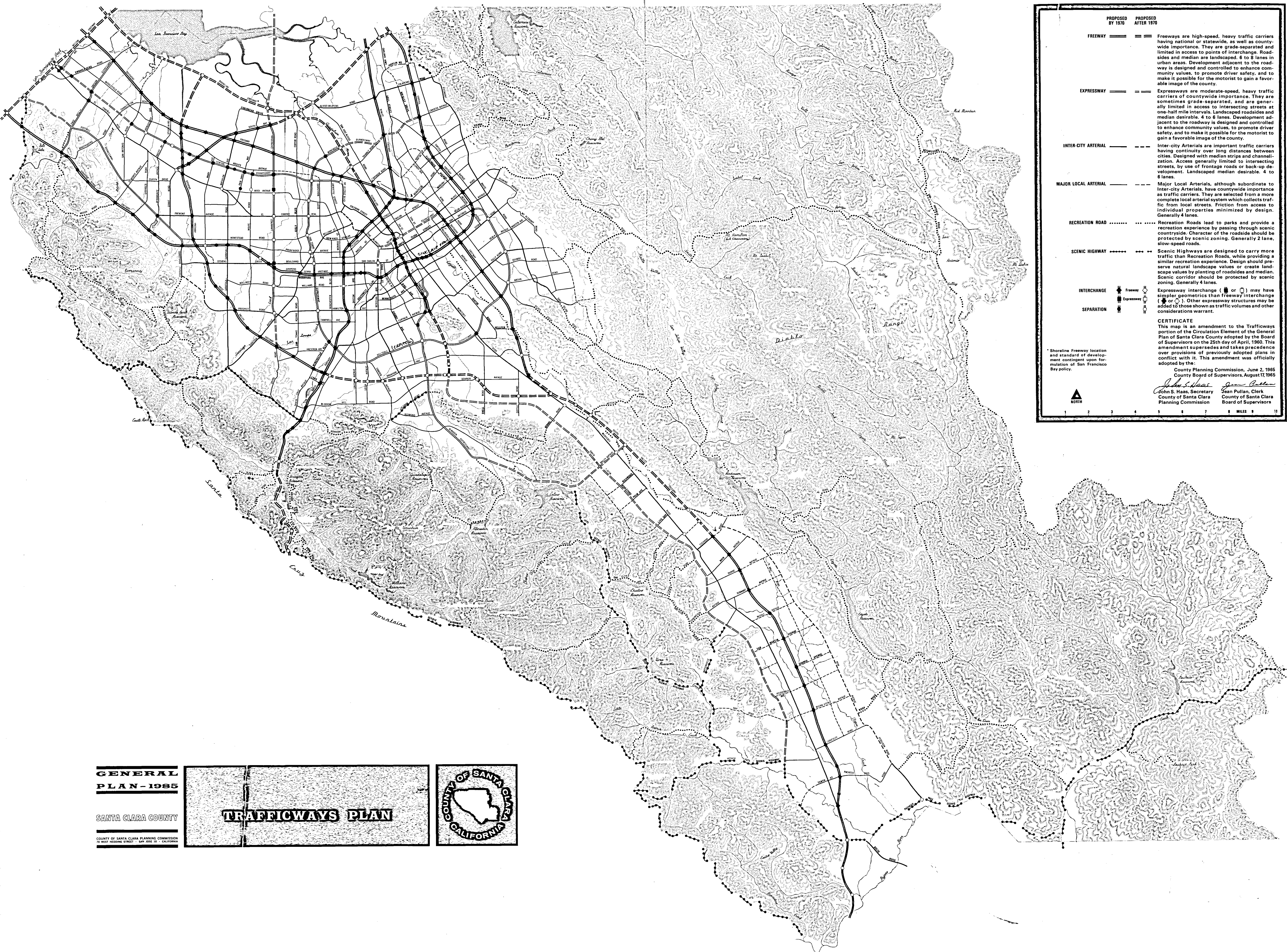
Detailed geometric planning for the initial phase of the ultimate Expressway Program is being done by the Planning Division, Bureau of Highways, Department of Public Works. All work is being done with County staff in cooperation with City staffs which have jurisdiction over a particular portion of the Expressway.

The Planning Division is responsible for all of the planning matters involved in securing an expressway agreement with each city along the route. Work effort covers preparation of relinquishment exhibits so that each route can be adopted as a County highway prior to the commencement of detailed geometric planning. Estimates of cost of the recommended plan and of various alternatives leading to the recommended plan are also prepared in this Division. Exhibits which function as the major descriptive document in the Expressway Agreement and as the document which generally depicts the scope of engineering design work yet to be performed is also a responsibility of this Division. Extensive contact with other agencies is an integral part of the planning effort due to the cooperative nature of the total Expressway Program. All of the staff work required in support of the Trafficways Staff Subcommittee and the Trafficways Committee is performed by this Division.

ORGANIZATION

The general organization being used to implement the Bond Program is:

1. All planning work for expressways is done by employees of the County. Employment of outside engineers was considered and rejected due to the high proportion of the work effort which is involved in coordination with other agencies and the concurrent requirement for rapid decision during the course of coordination and negotiation.
2. The majority of design-plan preparation is being done by private engineers under the supervision of the Design Division. This type of work is susceptible to performance by private engineers and is a method for securing immediately increased capacity to keep this major highway effort on schedule. Cities with sufficient engineering capacity have performed some design work but on the same basis as a private engineer.
3. The majority of right-of-way appraisal work is done by outside appraisers. Actual property negotiations are performed by County personnel to secure consistency and therefore an overall fairness to the property owners dislocated by requirements of the program. Staff negotiators can also be more rapidly responsive to negotiating refinements which are constantly being introduced.
4. All phases of construction supervision are performed by County personnel rather than by contract personnel since extensive familiarity with informal County practices in the supervision of construction jobs is required. Familiarity with practices of the Department of Public Works is essential in order to secure consistent quality in the expressway system.
5. All maintenance on the expressway system will be performed by County maintenance personnel as a part of the routine maintenance responsibility.
6. Fiscal control is secured through the cooperation of the Business Management Division of the Department and the Controller's office of the County.



PROPOSED
BY 1970

PROPOSED
AFTER 1970

FREEWAY

EXPRESSWAY

INTER-CITY ARTERIAL

MAJOR LOCAL ARTERIAL

RECREATION ROAD

SCENIC HIGHWAY

INTERCHANGE

SEPARATION

Freeways are high-speed, heavy traffic carriers having national or statewide, as well as county-wide importance. They are grade-separated and limited in access to points of interchange. Road-sides and median are landscaped. 6 to 8 lanes in urban areas. Development adjacent to the road-way is designed and controlled to enhance com-munity values, to promote driver safety, and to make it possible for the motorist to gain a favor-able image of the county.

Expressways are moderate-speed, heavy traffic carriers of countywide importance. They are sometimes grade-separated, and are gen-erally limited in access to intersecting streets at one-half mile intervals. Landscaped road-sides and median desirable. 4 to 6 lanes. Development ad-jacent to the roadway is designed and controlled to enhance community values, to promote driver safety, and to make it possible for the motorist to gain a favorable image of the county.

Inter-city Arterials are important traffic carriers having continuity over long distances between cities. Designed with median strips and channeli-zation. Access generally limited to intersecting streets, by use of frontage roads or back-up de-velopment. Landscaped median desirable. 4 to 6 lanes.

Major Local Arterials, although subordinate to Inter-city Arterials, have countywide importance as traffic carriers. They are selected from a more complete local arterial system which collects traf-fic from local streets. Friction from access to individual properties minimized by design. Generally 4 lanes.

Recreation Roads lead to parks and provide a recreation experience by passing through scenic countryside. Character of the roadside should be protected by scenic zoning. Generally 2 lane, slow-speed roads.

Scenic Highways are designed to carry more traffic than Recreation Roads, while providing a similar recreation experience. Design should pre-serve natural landscape values or create land-scape values by planting of roadsides and median. Scenic corridor should be protected by scenic zoning. Generally 4 lanes.

Expressway interchange () or () may have simpler geometrics than freeway interchange (). Other expressway structures may be added to those shown as traffic volumes and other considerations warrant.

CERTIFICATE
This map is an amendment to the Trafficways portion of the Circulation Element of the General Plan of Santa Clara County adopted by the Board of Supervisors on the 25th day of April, 1960. This amendment supersedes and takes precedence over provisions of previously adopted plans in conflict with it. This amendment was officially adopted by the:

County Planning Commission, June 2, 1965
County Board of Supervisors, August 17, 1965

John S. Haas, Secretary
County of Santa Clara
Planning Commission

Jean Pullan, Clerk
County of Santa Clara
Board of Supervisors

1 2 3 4 5 6 7 8 9 10
MILES

**GENERAL
PLAN - 1985**

SANTA CLARA COUNTY

COUNTY OF SANTA CLARA PLANNING COMMISSION
70 WEST HEDDING STREET - SAN JOSE 10 - CALIFORNIA

ROADS / General

Approved

Accepted

Adopted

Denied

Presented



Transportation Agency

Santa Clara County Bus, Light Rail, Roads, Aviation

3331 North First Street
San Jose, CA 95134-1906

SA-1

TRANSMITTAL MEMORANDUM

Page 1 of 7

BY THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA
Phyllis A. Perez, Clerk of the Board

By A. Karmierczyk
Deputy Clerk
Date: DEC 13 1994

SD: ALL

DATE: Nov. 28, 1994

Prepared by: Scott Brady
Reviewed by: Art De Mattel
Submitted by: Scotty Bruce
Approved: DIRECTOR LM

TRANSIT DISTRICT BOARD:	Agenda Date _____	Item No. _____
COUNTY BOARD OF SUPERVISORS:	Agenda Date <u>Dec. 13, 1994</u>	Item No. _____
TRANSPORTATION COMMISSION:	Agenda Date _____	Item No. _____

From:
SA-1
Scotty A. Bruce, Deputy Director
Highway Design and Roads Operations

Subject:

Recommendation regarding an "Adopt-A-Highway Program" for Santa Clara County roads.

RECOMMENDED ACTION:

It is recommended that the Board of Supervisors adopt the proposed Transportation Agency's Adopt-A-Highway Program.

FISCAL IMPACT:

There will be an initial expense for the advertising of the program and for the production and installation of signs that will recognize each sponsor. Funds for these activities are available in the current Road Fund budget. Additionally, this program can increase the current level of services to the public beyond that currently available under the Road Fund.

CONTRACT HISTORY:

None.

REASONS AND BACKGROUND:

The Transportation Agency has been contacted by several individuals, businesses and organizations expressing an interest in assisting with the maintenance of the non-traveling portions of County roads. Currently there is no

ORIGINAL n.a.

DEC 13 1994

APPROVED copy to T/A Administration 2/7/95-kmk

mechanism to allow outside parties to work on County roadways.

Recently the State of California initiated an Adopt-A-Highway Program for their freeway system. The County reviewed the State's program and the success they are enjoying with it. Their program has generated public support and appears to be highly successful.

The establishment of this type of program would promote civic responsibility and community pride while improving the appearance of County roadways.

Current funding levels do not permit the Transportation Agency to provide a level of service to the community commensurate with their desires. In an effort to address this discrepancy they have offered their services. This would provide a mechanism for their involvement in roadside beautification programs to achieve their desired level. The principal areas of concern are litter removal and landscaping. The proposed program allows for local enhancement in these areas through local involvement.

The Transportation Agency will not recommend that roadways be included in the program that have identified traffic safety concerns, e.g., sound walls, curves or mountainous alignment that could limit emergency egress or reduce sight distance.

The Risk Management Insurance Department will be given an opportunity to review the Program Application regarding safety concerns.

Prior to approving an application for the program, we will send our recommendation to the Board of Supervisors.

CONSEQUENCE OF NEGATIVE ACTION:

A lost opportunity for cost free maintenance and beautification of Santa Clara County roadways and expressways.

STEPS FOLLOWING APPROVAL:

If the Adopt-A-Highway Program is adopted, staff will implement the program.

ATTACHMENTS:

- A. A brochure for the Adopt-A-Highway Program
- B. An application for participation in the Adopt-A-Highway Program

cc: Lou Montini - Acting Director Transportation Agency, Peter Kutras - Director Employee Services Agency, Scotty Bruce - Deputy Director Highway Design and Roads Operations, Harrison Taylor - Deputy County Counsel, Don Blackhurst - Insurance Risk Manager, Alan Jones - Supervising Transportation Engineer, Bob Van Etten - Senior Civil Engineer, Art De Mattei - Supervising Construction Inspector, Brenda Little - Senior Construction Inspector, Scott Brady - Senior Construction Inspector



ADOPT A HIGHWAY PROGRAM



Adopt-A-Expressway / Roadway

- * is fun, educational and worthwhile
- * promotes civic responsibility, community pride and camaraderie.
- * saves taxpayer's dollars.
- * lets you help cleanup and beautify county expressways and roads.
- * allows you to help with a minimum of red tape and supervision.
- * provides you, your organization or company prominent recognition.

Opportunities for:

- * individuals.
- * non-political organizations.
- * businesses.
- * Combinations of the above.

Participate by:

- * removing litter,
 - * or planting and establishing seedling trees,
 - * or planting wildflowers,
- (seedling tree planting during non drought conditions only)

It's your choice:

- * do the work with your own people,
- * hire a contractor,
- * or sponsor financially.

Your Rewards

- * satisfaction.
- * recognition signs on the adopted expressway, or roadway.
- * acknowledgement in press releases from the Transportation Agency.
- * certificate of appreciation when your project is complete.

Your commitment:

- * pick up litter for one year on up to a one-mile stretch of roadside (medians and pavement not included) four times a year or more,
 - * or plant and establish approximately up to 1 acre of *seedling trees/shrubs for two years according to an approved plan,
 - * or plant up to 3 acres of wildflowers according to an approved plan,
 - * follow all safety and permit requirements,
 - * provide logo or insignia panels if you want them on the recognition signs.
- *Not during drought conditions*

Our Commitment:

- * we loan you orange safety vests and traffic safety devices.
- * we provide free trash bags and dispose of the trash you collect.
- * we issue the permit at no charge.

Approved Accepted Adopted Denied Presented

BY THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA
Phyllis A. Perez, Clerk of the Board

By J. Hermier
Deputy Clerk

Date: DEC 13 1994

- * we pay for and install the recognition sign(s).
- * we assist you with planting plans and technical support.
- * we do not require insurance for volunteer participants.
- * we may provide traffic control under special circumstances.
- * we may provide staff to assist in conducting pre-work safety meetings.

Recognition signs:

- * are placed at the beginning of your litter project in each direction of traffic.
- * vary in size according to the local situation.
- * 66" X 36" for most expressways.
- * 42" x 24" and 30" X 20" for other county roads, scenic locations or pedestrian areas.
- * the decision to place signs, their size and location are at the sole discretion of the Transportation Agency – this is determined before your permit is issued.
- * signs for one adopter can be no closer than 2 miles apart.
- * recognition on the sign is limited to the your name and logo or insignia, no products may be identified.

The Procedure:

- * select the location and the type of work you want.
- * discuss the location and project with the Transportation Agency Permit Office staff, located in the Current Planning Office.
- * develop a work plan for planting projects.
- * if your area is available and safe for adoption, apply for a free permit.
- * prior to issuance of a permit, staff will send a report to the Board of Supervisors for their approval
- * allow about 2 months for sign placement.
- * notify the Transportation Agency before each work event.
- * review and follow safety requirements.
- * perform the work satisfactorily.

What's Adoptable:

- * expressways.
- * major county roads.
- * rural county roads.
- * most areas if work is done by professional forces.
- * areas that are safest for the volunteer workers.

Areas may not be Adoptable by Volunteers if:

- * they are already adopted.
- * access to work site is not suitable.
- * the work area requires traffic control.
- * the shoulders of the roadway are not wide enough.
- * sight distance is restricted.
- * other projects are planed for this section of roadway.
- * traffic volumes are to high or too close.
- * traffic runoff is to high.
- * terrain is too rugged or too steep.
- * brush or vegetation is too dense.

- * there is no area available for planting.
- * site conditions are not suitable for your group's age level or experience.
- * frequency of litter pickup is too great for your group.

If you want a Section that is already Adopted.

- * your name can be placed on a waiting list.
- * if the current adopter quits you will have a chance to adopt that section according to your position on the list.
- * or, if this is not current adopters primary one-mile section, you may have a chance to adopt it when their permit expires.

Multiple Adoptions:

- * one participant may adopt more than one section of county roadway.
- * renewal privileges are not automatic (and) if others are on the waiting list.

Permit renewals:

- * renew your permit as many times as you want.
- * permits may not be transferred to others.
- * adopted sections which exceed the limits of the program may not be renewable if another group is on the waiting list for a segment you have - you need only relinquish that amount that exceeds the program limit to each waiting group that has no adoptions.

Safety:

- * the program depends on common sense and responsibility of individual participants.
- * participants must realize they are working in a potentially hazardous environment and diligently follow all safety requirements.
- * careful selection of adoptable locations minimizes risk.
- * participants hold the county harmless for death, injury or property damage which might have been prevented by their actions.

Your Permit:

- * read, understand and conform to the provisions in your permit.
- * provide a copy of the safety requirements to each participant.
- * prior to commencement of your project conduct a safety meeting with your group discussing areas of specific concern.
- * prior to departing for your project area review safety requirements with your group.
- * if there is more than one work group, each group must have a copy of the permit and safety requirements on the roadside.

Safety Gear and Clothing:

- * wear orange vest and other appropriate personal safety gear whenever you are out on the roadside - put them on ahead of time.
- * only approved safety gear may be worn.
- * wear long pants and sturdy shoes or boots.
- * light-colored clothing, long-sleeve shirts and sunscreen are suggested.

Access and Parking:

- * Park out side the expressway or road right-of-way and walk in, if possible.
- * if you must drive to expressway work areas, consolidate people into a few vehicles.
- * vehicles used to transport workers, equipment or materials to expressway work areas may be parked on the right-of-way if they are parked completely out of the traveled way (at least 6 feet from the traffic lane).
- * never park on a bridge or other structure.
- * do not park in dry grassy areas where your vehicle's exhaust system could start a fire.
- * do not use emergency flashers when parked.
- * if you are working some distance from your vehicle make sure that a copy of the permit is displayed on your dashboard for identification by local authorities.
- * upon entering or departing from the work site in your vehicle, use your signals, consider the speed of the traffic, and proceed safely onto or off the pavement.

When on foot:

- * exit and enter your vehicle on the side away from traffic whenever possible.
- * walk and work facing oncoming traffic whenever possible, be alert and keep an eye on traffic.
- * do not walk on the roadway, shoulders and bridges.
- * do not enter tunnels or drainage facilities.
- * never work in the median or on a the roadway or shoulders of expressways.
- * never attempt to cross expressway traffic lanes on foot.
- * cross only at marked crosswalks on expressways.
- * use caution when crossing conventional roadways and use crosswalks and signals where available.

Work Habits:

- * do not work on holidays, weekends or 24 hours before holiday weekends.
- * do not work when it is raining or foggy or when the road is wet or icy.
- * do not touch potentially hazardous materials such as powders, chemicals, weapons, sharp objects or dead animals.
- * avoid overexertion and drink plenty of water.
- * do not consume alcoholic beverages or drugs before entering or while on the right-of-way.



APPLICATION FOR ADOPT-A-HIGHWAY PROGRAM



Transportation Agency will work with the participants on the specific section(s) of highway to be adopted, the nature of the work to be done and the recognition to be provided. Transportation Agency reserves the right to deny the adoption of any portion of highway or roadway that is deemed to be inappropriate due to safety, traffic or legal consideration.

(Name of Organization)

(date of application)

(Mailing Address)

(City) (Zip Code)

(President/Chairperson)

(Contact Person)

(Daytime Phone Number)

(Mailing Address)

(Evening Telephone Number)

(City) (Zip Code)

Approximate number of people participating _____

Type of work proposed: ☐ Litter Pickup
 ☐ Wildflower planting and maintenance
 ☐ Seedling planting and maintenance

Highway or Roadway Section(s) you are interested in adopting:
City/County (Limits)

1. _____
2. _____
3. _____
4. _____

Mail completed form to:

Transportation Permit Office
C/O Current Planning Office
County Government Center
7th Floor, East Wing
70 West Hedding Street
San Jose, California 95110

ROADS General

County of Santa Clara

Office of the Board of Supervisors

County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-2323



Rod Diridon
Supervisor, Fourth District

TO: Santa Clara County Board of Supervisors
FROM: *Rod Diridon*, Fourth District
SUBJECT: SUPPORT FOR THE BAY AREA TELEWORK CENTER
DEVELOPMENT
DATE: April 26, 1991

The attached resolution and project proposal are being jointly presented by the Metropolitan Transportation Commission (MTC) and the California Institute for Technology Exchange (CITE) and merits our support. Once adopted, copies of the resolution should be sent to MTC and CITE.

RD:bf

Attachment

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY. MAY 1 4 1991
DONALD M. RAINS, Clerk of the Board
By *H. Rzymierczyk*
Deputy Clerk

ORIGINAL *vy*

5/23/91-kmk

Approved copy to District 4/Supv. Diridon

Joint Resolution in Support of
The Bay Area Telework Center Development Program

WHEREAS, traffic congestion relief, air quality improvement and energy conservation in California's urban areas are high priority goals for the State; and,

WHEREAS, Federal and State policies encourage the use of innovative approaches and the use of new technologies to help address these problems; and,

WHEREAS, child care needs of double income and single parents are significant barriers to participation in conventional shared-ride commute arrangements; and,

WHEREAS, the Hawaii State Department of Transportation has successfully demonstrated the feasibility and effectiveness of the "Telework Center" concept whereby employees working in specially designed community work centers use the electronic "information highway" to move work with moving cars; and,

WHEREAS, public-private partnerships have been shown to be effective in bringing new perspectives, approaches and resources to public policy issues; and,

WHEREAS, the I680/I580 Corridor Transit Association is a private, non-profit transportation management association whose primary purpose is to identify, study, advocate and promote creative and innovative transportation solutions, technologies and related facilities and operational strategies in the Interstate 680/580 corridor and in the San Francisco Bay region; and,

WHEREAS, the Association proposes to form a partnership with the Metropolitan Transportation Commission, local governments, the private sector, and child care providers to develop a series of telework centers around the Bay Area and to be located near or contiguous child care facilities wherever possible:

NOW THEREFORE BE IT RESOLVED that the Santa Clara County Board of Supervisors supports the Bay Area Telework Center Development Program and encourages the Association, MTC and other interested parties to implement the Program in as expeditious a manner as possible.

ADOPTED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY MAY 14 1991
DONALD M. RAINS, CLERK OF THE BOARD
By R. Ramirez
Deputy Clerk



California Institute for Technology Exchange

4975 Marshall Drive, Culver City, CA 90230

Phone: 213/398-8205

FAX: (213) 391-9764

Telex: (MCI/WUI) 6972791

April 22, 1991

TO: Rod Diridon

FROM: Don Camph

RE: Bay Area Telework Center Development Program


Attached for your review are:

- o A concept paper which describes the "Bay Area Telework Center Development Program" being advocated by the I680/580 Corridor Transit Association.
- o The mission statement of the I680/I580 Corridor Transit Association, which is the private sector entity that would be in partnership with MTC on this. The group, which I'm helping to get off the ground (no stationary yet) is comprised (so far) of Pac Bell, Chevron, Windemere, Sunset Development, Shappell plus a few others.
- o A funding plan for the Program Initiation Phase [Phase "0"]. Pac Bell has preliminarily committed the private sector share.
- o A draft motion of support from the Santa Clara County Board of Supervisors - feel free to alter as you see fit. We'd like to have this before May 15 if at all possible.

Although the program is being initiated by the I680/580 Association, the ultimate goal is to have telework centers spread throughout the Bay Area, and we would expect to work with you to locate facilities in Santa Clara County.

I hope that's everything you need; obviously we'd be happy to meet with you to discuss this in more detail. Thank you so very much for your help and interest.

Sincerely,



Donald H. Camph
President

DHC:me:mm1:i680:diridon

2/12

BAY AREA TELEWORK CENTER DEVELOPMENT PROGRAM

CONCEPT DESCRIPTION

Introduction

Recently, the Hawaii State Department of Transportation, in cooperation with seven private sector participants and five other public agencies, successfully completed a one year demonstration of the "Telework Center" concept. In brief, "teleworking" is a transportation demand management (TDM) strategy to reduce commute traffic. It allows employees to work in a specially designed community work center equipped with modems, faxes, copying machines, and other state-of-the-art equipment. Using the electronic "information highway," the concept is to be able to move work without moving people in cars.

The Hawaii Experience

The Hawaii Telework Center Demonstration Project was conceived by the Hawaii State Department of Transportation (DOT) to test this innovative way to reduce traffic congestion. The facility, established in Mililani, Oahu, a suburban community located twenty miles from downtown Honolulu, is believed to be the nation's first telework center. The Hawaii Telework Center involves multiple public and private sector employers: seven from six different Hawaii State government agencies, and ten from five private sector companies.

The Hawaii project results were overwhelmingly positive from the standpoints of trip reduction, worker productivity and satisfaction, and management assessment. Even though the scope of the Hawaii project was quite small, it sets the stage for a larger demonstration which could develop the concept further and pave the way for large scale implementation.

Recent Trends in Telecommuting

Transportation experts and planners are increasingly of the view that telecommuting has an important role to play in metropolitan traffic reduction, energy conservation and air quality strategies. For example, the Draft 1991 Revision to South Coast Air Quality Management Plan estimates that "40% of regional employees may reasonably be expected to telecommute an average of 30% of the time by the year 2010." Telecommuting is gaining increased acceptance in the United States and elsewhere, with projects or programs underway in at least 8 states and several other countries. President Bush has indicated his support for telecommuting, which is also featured in the USDOT's National Transportation Policy.

Child Care Needs: An Impediment to Ridesharing

Recently, public transit agencies and ridesharing organizations have become aware that child care requirements may be a significant but previously unrecognized impediment to reducing single occupant commute trips. The number of single parents and families where both parents work has increased dramatically in recent years. This trend is expected to continue in the 1990's. In a recent series of public hearings regarding the implementation of its employer TDM regulation (Regulation XV), one complaint frequently heard by the South Coast Air Quality Management District was that parents of small children, especially single parents and double income parents, find the logistics of child care arrangements to be a significant barrier to participation in ridesharing arrangements or public transit.

Telework centers could offer an attractive alternative. Such centers are likely to be small in size individually, but the potential for a relatively large number of such centers means that good geographic coverage could ultimately be achieved. By locating near or even contiguous to existing child care facilities, or by actually incorporating child care capabilities into telework center facilities themselves, sponsors could enhance the effectiveness of this transportation alternative and reach a market that cannot adequately access more conventional shared-ride modes.

The 680/580 Corridor Transit Association

The 680/580 Corridor Transit Association is a private, non-profit corporation and transportation management association (TMA) comprised of major employers and business representatives. Its primary purpose is to identify, study, advocate and promote creative and innovative transportation solutions, technologies and related facilities and operational strategies in the Interstate 680/580 corridor between Pleasanton and Martinez. The Association believes in strong public/private partnerships to achieve these goals, and works closely with elected officials and staff of transportation agencies at all levels of government.

The I680/I580 transportation corridor offers a unique setting to begin this effort. It is a very large suburban growth center with significant employment concentrations that include major employers such as Pacific Bell and Chevron U.S.A. Commuters into the area come from urban, suburban and exurban parts of the greater San Francisco Bay Area. In addition, the San Ramon Valley is a major "bedroom community" for downtown San Francisco, Silicon Valley and other employment centers in the region.

The Bay Area Telework Center Development Program

While the Hawaii experience cited above is encouraging, an aggressive, multi-phase, regionwide program is now needed to fully test the potential of this concept. The 680/580 Corridor Transit Association proposes a partnership with MTC, FHWA, the

State of California, and other public agencies and private sector interests, as appropriate, to initiate the Bay Area Telework Center Development Program. The goal of Phase 1 would be to develop from 10 to 20 telework centers to be located both in the 680/580 Corridor and geographically spread around the Bay Area's "commuter shed" region.

The basic concept is to work with area developers, employers and appropriate government agencies to develop these initial centers as "incubators" which, if successful, will lead to additional centers being built without additional public funds. It is hoped that major employers who participate in Phase 1 on a trial basis will subsequently elect to develop centers which would be custom designed for their particular needs and which (most likely) would be for the exclusive use of their employees. Smaller employers, on the other hand, might choose to continue to participate at multi-employer centers. After the initial infusion of public funds, the objective would be to determine the feasibility of setting lease rates at a level sufficient to cover operating costs plus depreciation.

The program will be designed to systematically ascertain the factors which will affect the effectiveness of telework centers in achieving transportation and transportation-related objectives. In addition, the program will carefully document:

- o Impacts on employee productivity and satisfaction;
- o Changes in on- and off- the job relationships;
- o Assessment by direct supervisors and upper management.
- o "Quality of life" impacts for participating employees.

It is proposed that a Work Program Steering Committee be established which will develop detailed objectives, tasks, schedule and budget. Subsequent phases would depend on the success of the initial phase plus availability of funding.

Budget and Funding

San Bernardino and Riverside counties are currently planning to develop pilot telework centers. San Bernardino assumes the following costs for a 3,000 sq. ft. facility:

<u>Cost Item</u>	<u>One Time</u>	<u>Annual</u>
Office space (\$1.30 per s/f per month full service lease	-	\$ 46,800
Equipment	\$133,100	\$ 23,900
Personnel	-	\$104,624
Marketing	-	\$ 20,000
Total	\$133,100	\$195,324

Attachment 1 provides additional details of the San Bernardino estimate.

Extrapolating from these numbers, a very rough initial estimate of the cost of Phase 1 (10 to 20 centers) is \$3 - \$6 million. This assumes certain economies of scale in program management, marketing, etc. and that the centers would be self-supporting after one year. Costs would obviously vary depending on the kinds of equipment installed; for example, video-conferencing or computer assisted design (CAD) capabilities would obviously cost more.

It is hoped that funding for this program will come from a variety of Federal, state, local and private sources. No attempt has been made to assemble a funding package; this would be one of the first orders of business if the decision is made to pursue the program.

Getting Started

It is proposed that MTC, FHWA and the 680/580 Transit Corridor Association take the lead in carrying out the Phase 1 Work Program. Attachment 2 provides a draft summary work program for the Program Initiation Phase (Phase "0") of the Bay Area Telework Center Development Program. An initial budget of \$250,000 from Federal, state and private sector sources is suggested to offset the cost of MTC and Association staff time and resources devoted to Phase 0 of the Program.

Subsequent funding from a variety of sources will be sought at the conclusion of Phase 0.

GTE-NEIGHBORHOOD WORKCENTER PROJECT
ESTIMATED BUDGET

ATTACHMENT 1

Space allocation estimate is for 3000 square feet with 30 work spaces, 20 cubicles and 10 closed door offices, one conference room, lunch area, storage, shared equipment space. This model assumes all work stations are dedicated to certain employers with little or no drop-in use. Included in this estimate is the administration of the project for the 18 month period by the Inland Empire Economic Council and CTS. Not included in this estimate is the value of CTS donated services, i.e. development, training, monitoring and evaluation.

Copier and fax machines would have code access for cost allocation by employer. Annual costs could be billed to employers or paid for by project.

<u>OFFICE SPACE</u>	<u>ONE-TIME</u>	<u>ANNUAL</u>
3000 square feet @ \$1.30 per s/f per month full service lease	----	\$ 46,800
Improvements: carpet, offices, paint, etc.	----	Included
 <u>EQUIPMENT</u>		
Panel System for cubicles, @ \$2,500 ea.*	\$ 50,000	----
Furniture for Offices, @ \$1000 ea.*	10,000	----
Phone lines: 30 Centrex or other, with voice mail. Connect/Access charges only.*	2,600	10,800
Telephones: 32 single line (2 spare), *	3,200	----
Copier: Xerox 5028 or similar*	8,000	
Maintenance for same:		2,000
Supplies (includes paper)		1,600
FAX Machine*	1,600	
Paper		200
Modems: 30 standard dial-up type*	15,000	----
PC's: 15 IBM Clones*/ **	35,000	
Maintenance		7,500
Laser Printer*	2,500	
Maintenance		800
Misc. Furniture*	5,000	
Misc. Equipment (coffee, water, etc.)	200	1,000
 SUB-TOTAL	 \$ 133,100	 \$ 70,700

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NEIGHBORHOOD WORK CENTER PROJECT
ESTIMATED BUDGET
PAGE 2

PERSONNEL

	<u>ONE-TIME</u>	<u>ANNUAL</u>
Secretary ***	\$	\$ 34,624
IEEC Administration (18 months)		60,000
CTS		10,000

MARKETING

Collateral Piece, Video, etc.		20,000
-------------------------------	--	--------

TOTAL

\$ 133,100

\$ 195,324

GRAND TOTAL

\$ 328,424

- * - These items and the associated costs could be deleted from budget if donors are located.
- ** - CTS recommends equipping half of the work stations with PC's in order to provide more options to employer/users.
- *** - Labor costs are calculated on the basis of a salary equivalent to \$12.08 per hour and a benefit rate of 47%. Overhead costs are not included.

8/1

680/580 CORRIDOR TRANSIT ASSOCIATION MISSION STATEMENT

The 680/580 Corridor Transit Association is a private, non-profit corporation and Transportation Management Association (TMA) comprised of major employers and business representatives.

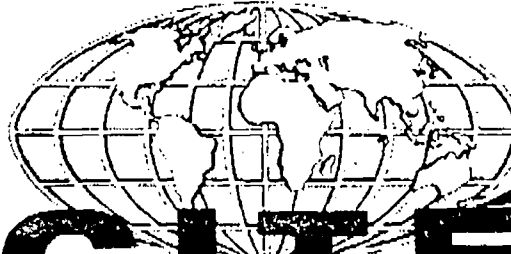
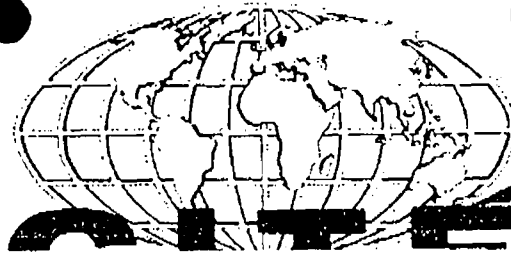
The primary purpose is to identify, study, advocate and promote creative and innovative transportation solutions, technologies and related facilities and operational strategies in the Interstate 680/580 corridor between Pleasanton and Martinez.

The 680/580 Transit Association believes in strong public/private partnerships to achieve these goals. In that regard, the Association has established a Legislators Council Advisory Committee comprised of elected officials throughout the corridor.

BAY AREA TELEWORK CENTER DEVELOPMENT PROGRAM
PROGRAM INITIATION PHASE FUNDING PLAN

State PVEA	\$ 75,000
Federal or other public funds	\$125,000
Private sector (cash, in-kind)	<u>\$ 50,000</u>
Total	\$250,000

APR 22 1991



CITE

California Institute for Technology Exchange

4975 Marshall Drive, Culver City, CA 90230

Phone: 213/398-8205

FAX: (213) 391-9764

Telex: (MCI/WUI) 6972791

F A X T R A N S M I T T A L - C O V E R P A G E

DATE: 4-22-91

NUMBER OF PAGES: 12
(Including Cover Page)

RECIPIENT INFORMATION:

COMPANY: County of Santa Clara
ATTENTION: Supervisor Rod Diridon
FAX NUMBER: 408/298-8460

SENDER INFORMATION:

COMPANY: CITE
FROM: Donald H. Camph, President
FAX NUMBER: 213/391-9764

COMMENTS:

Pl # (213) 398-8205



Bay Area Telework Center Development Program
Program Initiation Phase [Phase "0"] Work Program

1. Form ad hoc Steering Committee
2. Develop goals and objectives.
3. Develop detailed work program, assignment of tasks, and schedule.
4. Identify potential sources of funding.
5. Develop preliminary budget and funding plan.
6. Develop site selection criteria.
7. Conduct initial outreach to employment community, child care providers, developers and equipment suppliers.
8. Expand and formalize Steering Committee.
9. Develop Phase 1 work program, budget and schedule.
10. Seek funds for Phase 1 implementation.

DHC:me:mm1:i680:telework

COUNTY OF SANTA CLARA
CALIFORNIA

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Michael M. Honda, District 1
Zoe Lofgren, District 2
Ron Gonzales, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

May 23, 1991

Mr. Don Camph
CALIFORNIA INSTITUTE FOR
TECHNOLOGY EXCHANGE
4975 Marchall Drive
Culver City, CA 90230

Dear Mr. Camph:

SUBJECT: Support for the Bay Area Telework Center Development

The Santa Clara County Board of Supervisors, in its meeting held on Tuesday, May 14, 1991, voted unanimously to adopt the Resolution supporting the Bay Area Telework Center Development Program.

Attached is a copy of the adopted resolution for your files

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Kay Kazmierczak
Deputy Clerk

DMR:kmk

cc: Supervisor Diridon/
District 4

COUNTY OF SANTA CLARA
CALIFORNIA

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Michael M. Honda, District 1
Zoe Lofgren, District 2
Ron Gonzales, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

May 23, 1991

METROPOLITAN TRANSPORTATION COMMISSION
101 - 8th Street, Third Floor
Oakland, CA 94607

Dear Sir:

SUBJECT: Support for the Bay Area Telework Center Development

The Santa Clara County Board of Supervisors, in its meeting held on Tuesday, May 14, 1991, voted unanimously to adopt the Resolution supporting the Bay Area Telework Center Development Program.

Attached is a copy of the adopted resolution for your files

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Kay Kazmierczak
Deputy Clerk

DMR:kmk

cc: Supervisor Diridon/
District 4

County of Santa Clara
California

Mailing Address:
P.O. Box 4009
Milpitas, CA 95035-4009

INFORMATION ONLY

#35 on 5/9

MEMORANDUM

TO: Board of Supervisors
County of Santa Clara

FROM: *for* James E. Reading
Director

SUBJECT: Issuance of permit for bicycle race
on Mt. Hamilton Road
Item 35, May 9, 1989 Summary of
Proceedings

DATE: May 22, 1989

The San Jose Bicycle Club requested use of Mt. Hamilton Road, a State highway, to conduct a Pro-Am bicycle event. On April 17, 1989, A. P. Wolochuk, Commander, San Jose Area, California Highway Patrol, provided approval for the Mt. Hamilton Road race scheduled for May 29, 1989.

However, upon further review of the route and discussions with Caltrans, Commander Wolochuk withdrew his race endorsement on May 8, 1989. Therefore, as the race will not reach the County's portion of the race route, the request by the San Jose Bicycle Club is moot. In any event, the departmental recommendation would be not to permit such a bicycle race on the upper portion of the San Antonio Valley Road.

JER:RMS:kh
Attachments

DEPARTMENT OF TRANSPORTATION

BOX 7310

SAN FRANCISCO, CA 94120

(415) 923-4444



May 12, 1989

4-SC1-130
Pending

San Jose Bicycle Club
248 Pamela Drive #10
Mountain View, CA 94040

Attention Mr. Gary Lee

Gentlemen:

We have reviewed your April 6, 1989 Encroachment Permit Application to conduct a bicycle race on State Highway 4-SC1-130, from Alum Rock Avenue to Mt. Hamilton.


As the California Highway Patrol has agreed to provide the necessary traffic control, we will issue an encroachment permit for your bike race upon receipt of a resolution of support from the Santa Clara County Board of Supervisors and a \$55.00 fee.

If you have any questions, please call Mr. Phil Rendahl at 415-557-1984.

Sincerely yours,

BURCH C. BACHTOLD
District Director

By


R. L. CASHION
District Permit Engineer

cc: County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

California Highway Patrol
2020 Junction Avenue
San Jose, CA 95131

2020 Junction Avenue
San Jose, CA 95131-2187
(408) 277-1800

May 8, 1989

San Jose Bicycle Club
c/o Mr. Gary Lee
248 Pamela Drive, #10
Mountain View, CA 94040

Dear Mr. Lee:

On April 17, 1989, I gave the San Jose Bicycle Club written approval for the Mt. Hamilton Bicycle Road Race scheduled for May 28, 1989. However, I must rescind my endorsement of the race for the following reasons: Cal Trans will not issue a permit for the race and we have determined the location of the event to be unsafe for a bicycle speed contest.

As you are aware, Mt. Hamilton Road is a very steep and narrow two way mountainous road. In addition, the road has numerous curves and bends which creates an unsafe environment for any competition of speed. Based upon past accident records regarding this road, most accidents are caused by unsafe speed and wrong side of road violations.

Although I regret having to deny approval of this bicycle road race, I feel the safety of the bicycle riders and the motoring public must be our primary concern. Please call me if you have further questions concerning this matter.

Very truly yours,

A. P. WOLOCHUK, Captain
Commander
San Jose Area

b2: County of Santa Clara

Department of Transportation - Permits

Dear Resident,

This Memorial Weekend the San Jose Bicycle Club, which has been promoting cycling events since 1939, will sponsor the San Jose Pro-Am Bicycle Classic. This is a three day, four stage event. The third stage is the Mount Hamilton Classic which will commence at 8:00 a.m. on Sunday, May 28 at the Joseph George Middle School on Mahoney Ave. with a promenade to Mount Hamilton Road. The riders will leave in groups at 15 minute intervals and briefly pass by the residences on Mahoney, Fleming and Alum Rock. The California Highway Patrol will provide traffic control until the riders have passed to minimize the inconvenience to residents of the area.

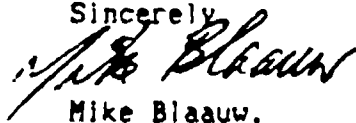
This colorful event will be the premier cycling event in Northern California this year in the tradition of the recently televised Tour de Trump. It also provides the competitive experience required by our future Olympic athletes, many of whom plan to participate.

The San Jose Bicycle Club would like to encourage your support of the riders as they pass by on their way to the summit of Mount Hamilton and continuing on to the finish near the Wente winery in Livermore some 70 miles from the start. Cycling is one of very few sports where the spectators can view the athletes at close range for free.

We look forward to the support of the residents of the area. Should you have any questions or would like to express any concerns about the event, there will be two meetings at the Joseph George Intermediate School on Mahoney Avenue on Friday, May 19 at 7:30 p.m. and Saturday, May 20 at 2:00 p.m. Please check the posted sign on the main entrance for the room location.

Thank you for your co-operation and kind support of this event.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mike Blaauw", written in a cursive style.

Mike Blaauw,

President

DEPARTMENT OF TRANSPORTATION

BOX 7310

SAN FRANCISCO, CA 94120

(415) 923-4444

RCV'D
BD OF SUPERVISORS
CO OF SANTA CLARA

May 12, 1989

89 MAY 18 AIO: 53

4-SC1-130
Pending

San Jose Bicycle Club
248 Pamela Drive #10
Mountain View, CA 94040

Attention Mr. Gary Lee

Gentlemen:

We have reviewed your April 6, 1989 Encroachment Permit Application to conduct a bicycle race on State Highway 4-SC1-130, from Alum Rock Avenue to Mt. Hamilton.

As the California Highway Patrol has agreed to provide the necessary traffic control, we will issue an encroachment permit for your bike race upon receipt of a resolution of support from the Santa Clara County Board of Supervisors and a \$55.00 fee.

If you have any questions, please call Mr. Phil Rendahl at 415-557-1984.

Sincerely yours,

BURCH C. BACHTOLD
District Director

By 

R. L. CASHION
District Permit Engineer

cc: County of Santa Clara ✓
70 West Hedding Street
San Jose, CA 95110

California Highway Patrol
2020 Junction Avenue
San Jose, CA 95131

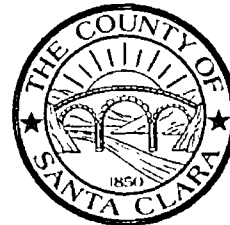


CC: ea Supur

County of Santa Clara

Office of the County Executive


County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-2424



M E M O R A N D U M

May 22, 1989

TO: Board of Supervisors

FROM:  Jane Decker
Assistant to the County Executive
for County Relations

SUBJECT: Mount Hamilton Classic Bike Race
May 9, 1989 Agenda Item #35

The California Highway Patrol is not planning to provide traffic control, as requested by the San Jose Bicycle Club for their proposed Memorial Day race over Mt. Hamilton Road (State Route 130). Additionally, Stanislaus County officials will not grant a permit on the Del Puerto Canyon Road portion of the race. Both agencies cite the danger to cyclists as the reason for denial.

At one point during the last month, the CHP did agree to offer traffic control, at which time Caltrans agreed to issue a permit contingent upon the support of the Santa Clara County Board of Supervisors. The CHP now remains firm in its later decision to not provide any type of support for this year's event. They have informed Jim Passe, Activities Director of the San Jose Bicycle Club, that a solution for next year's race might be a "rolling closure" of Mt. Hamilton Road, to alleviate safety concerns.

Meanwhile, the club contacted Assemblyman Quakenbush's office last Friday in an effort to coordinate some kind of arrangement for this year's race. This office contacted John Pennybaker of Caltrans Legislative Affairs, who reiterated that Caltrans will issue a permit if the CHP offers traffic control and the Santa Clara County Board of Supervisors passes a resolution in support of the race. Staff has also been informed by Caltrans that the club may be considering changing the Del Puerto Canyon Road portion of the race to San Antonio Valley Road, which is a Santa Clara County route. The Current Planning Office has not received any requests for a permit.

cc: Clerk of the Board ✓

County of Santa Clara

Office of the County Executive

County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-2424

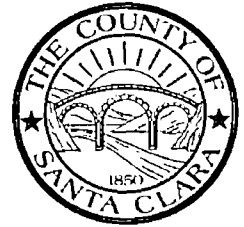
S/S CHAIR

X T/D CHAIR

Agenda Item
D OF SUPV

CLERK

RCV'D
BO OF SUPERVISORS
CO OF SANTA CLARA



89 JUN 28 P 1:40

MEMORANDUM

June 26, 1989

TO: Board of Supervisors

FROM: Jane Decker
Assistant to the County Executive
for County Relations

SUBJECT: MOUNT HAMILTON CLASSIC BIKE RACE,
SAN JOSE BICYCLE CLUB

5/23/89
XB

As a follow-up to this issue, which came before the Board on May 23, 1989 as Agenda Item X-2, the San Jose Bicycle Club held the Mount Hamilton Classic Bike Race on Sunday, May 28, 1989. In the week preceding the race, the club contacted the Governor's Office, which referred them to the Secretary of the State Department of Transportation, Business and Housing who in turn directed Caltrans to issue a permit to traverse Mt. Hamilton Road (State Route 130). Caltrans agreed to issue a permit as an exception to a long standing policy of requiring a resolution from the Board of Supervisors and law enforcement support from the California Highway Patrol. In fact, the San Jose Bicycle Club never picked up the permit or signed for it, so final issuance was not technically completed.

Upon learning that Caltrans had agreed to issue the permit, the California Highway Patrol drew up a reimbursable services contract to provide two motorcycle officers and two patrol cars to escort the race participants. The CHP reports that the race occurred without incident.

Caltrans reports that the bicycle club is interested in placing next year's race on a national bike race calendar of events, and is planning to pursue the issuance of a Caltrans permit as early as this August for the May 1990 race. Meanwhile, Caltrans sent a June 7, 1989 reply to a letter from Supervisor Diridon, stating that their policy for issuing permits of this kind will, in the future, require a resolution from the Board of Supervisors and law enforcement support by the CHP.

Board of Supervisors: Susanne Wilson, Zoe Lofgren, Ron Gonzales, Rod Diridon, Dianne McKenna
County Executive: Sally R. Reed

Districts

I

II

III

IV

V

rec'd

FIVE

RESOLUTION NO. _____

AUTHORIZING USE OF FUNDS ALLOCATED BY PACIFIC
GAS AND ELECTRIC COMPANY TO THE COUNTY OF
SANTA CLARA PURSUANT TO DECISION NOS. 73078 AND 82-01-18
OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION IN
THE CITY OF SAN JOSE

BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara
as follows:

WHEREAS, by Resolution No. 59437 of the City Council of the City of
San Jose, a public hearing was called for November 4, 1986, at the hour of
1:30 p.m. in the Council Chambers in the City Hall, San Jose,
California, to ascertain whether the public necessity, health, safety, or
welfare requires the removal of poles, overhead wires and associated overhead
structures, and the underground installation of wires and facilities for
supplying electric, communication, or similar or associated service, within
that certain area of the City of San Jose; and

WHEREAS, notice of such hearing has been given to all affected property
owners and utilities concerned in the manner and for the time required by law;
and

WHEREAS, such hearing has been duly and regularly held, and all persons
interested have been given an opportunity to be heard; and

WHEREAS, the Council of the City of San Jose, has, pursuant to
Ordinance No. 22388 of the City of San Jose, designated the above-described
area as Underground Utility District at the Park and Ride Lot at Capitol
Expressway and Hwy 87 of the City of San Jose; and

WHEREAS, the Underground Utility District created by said Ordinance No.
22388 of the City of San Jose is in the general public interest for the
following reasons(s):

ORIGINAL

AUG 18 1987

Fully executed originally signed copy sent to P.G. & E. per letter of 8/28/87, Bobbie Claycomb.
Fully executed originally signed copy sent to Director of Design and Construction,
Transportation Agency, and conformed copy sent to Transportation Agency-Administration.
9/14/87, gvk.

(1) "The streets, roads or rights-of-way in the District are extensively used by the general public and carry a heavy volume of pedestrian or vehicular traffic;"

(2) "The said streets, roads or rights-of-way adjoin or pass through 'a civic area'. and

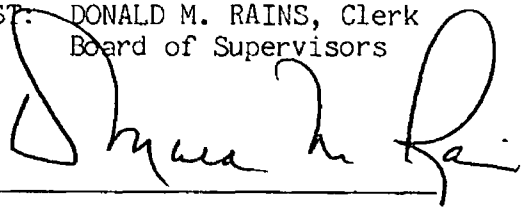
NOW, THEREFORE, BE IT RESOLVED that this Board hereby authorizes the utilization of up to \$200,000 from the amount allocated by Pacific Gas and Electric Company to the County of Santa Clara pursuant to Decision Nos. 73078 and 82-01-18 of the California Public Utilities Commission for the year 1987 for expenditure on the conversion project to be carried out in said Underground Utility 'District'.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara State of California on AUG 18 '87 , 1987 by the following vote:


AYES: Supervisors **DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON**
NOES: Supervisors **NONE**
ABSENT: Supervisors **NONE**


Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



APPROVED AS TO FORM AND LEGALITY:


County Counsel 7-20-87

COUNTY OF SANTA CLARA
CALIFORNIA

file cc

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

August 28, 1987

P.G.E.
308 Stockton
San Jose, CA 95126

Dear Mr. O'Brien:

SUBJECT: Undergrounding of aerial facilities at the Park and Ride lot
at Capitol Expressway and Highway 87 on the Guadalupe Corridor
project

Enclosed please find copy of Resolution for your records.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK

Bobbi Claycomb

Bobbi Claycomb
Deputy Clerk

DMR:bc

Enclosures

cc: Transportation Agency

County of Santa Clara

California



TRANSMITTAL MEMORANDUM

Prepared by Bechtholdt

Page 1 of 2

S.D.

Reviewed by Bruce

Submitted by Reading

DATE: August 4, 1987

APPROVED: DIRECTOR [Signature]

TRANSIT DISTRICT BOARD: Agenda Date Item No.

COUNTY BOARD OF SUPERVISORS: Agenda Date August 18, 1987 Item No.

TRANSPORTATION COMMISSION: Agenda Date Item No.

FROM: SCOTTY A. BRUCE, Deputy Director, Design and Construction

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES AT THE PARK AND RIDE
LOT AT CAPITOL EXPRESSWAY AND HIGHWAY 87 ON THE GUADALUPE
CORRIDOR PROJECT

RECOMMENDED ACTION:

Adopt resolution authorizing Pacific Gas and Electric Company to allocate Santa Clara County Rule 20A funds to the City of San Jose for the conversion of existing overhead facilities to underground facilities at the Park and Ride Lot at Capitol Expressway and Highway 87. (on the Guadalupe Corridor Project).

FISCAL IMPLICATIONS:

Adoption of the Resolution will not require the expenditure of County funds.

REASONS FOR RECOMMENDATION:

The proposed conversion project on Capitol Expressway will eliminate an unusually heavy concentration of overhead distribution facilities on a street used extensively by the general public and carrying a heavy volume of pedestrian and vehicular traffic as well as the planned Light Rail Transit Vehicles.

BACKGROUND:

This District formed by the City of San Jose fronting our proposed Guadalupe Transportation Corridor Park and Ride Facility at Capitol Expressway and Highway 87 is a cooperative project between the City of San Jose and the County of Santa Clara. This project will utilize approximately \$200,000 of Santa Clara County 20A Allocation Funds.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY AUG 18 1987

DONALD M. RAINS, Clerk of the Board

By [Signature] Deputy Clerk

pi
AUG 18 1987

ORIGINAL

Approved copy sent to Director of Design and Construction Agency, Transportation Agency-Administration.
9/14/87, gvk.

DATE: August 4, 1987

TRANSIT DISTRICT BOARD AGENDA DATE:

COUNTY BOARD OF SUPERVISORS AGENDA DATE: August 18, 1987

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES AT THE PARK AND RIDE
LOT AT CAPITOL EXPRESSWAY AND HIGHWAY 87 OF THE GUADALUPE
CORRIDOR PROJECT

The California Public Utilities Commission decision No. 73078 provides for the utility companies to budget money for the replacement of overhead facilities with underground facilities.

This budgeted amount is allocated to the various cities and counties in the same ratio that the number of customers in such cities and counties bears to the total system customers.

Santa Clara County is allocated approximately \$570,000 each year for these conversion projects. These funds accrue yearly if not expended and are only available for conversion projects.

CONSEQUENCES OF NEGATIVE ACTION:

The undergrounding of aerial facilities at the Park and Ride Lot at Capitol Expressway and Highway 87 would not be done.

STEPS FOLLOWING APPROVAL:

When executed the Clerk of the Board would send the authorization to P.G. & E., Attention: Jim O'Brien, 308 Stockton, San Jose, CA 95126.

SAB:DHB:cw

WPLW04



RESOLUTION NO. _____

AUTHORIZING USE OF FUNDS ALLOCATED BY PACIFIC
GAS AND ELECTRIC COMPANY TO THE COUNTY OF
SANTA CLARA PURSUANT TO DECISION NOS. 73078 AND 82-01-18
OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION IN
THE CITY OF SAN JOSE

BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara
as follows:

WHEREAS, by Resolution No. 59317 of the City Council of the City of
San Jose, a public hearing was called for September 2, 1986, at the hour of
1:30 p.m. in the Council Chambers in the City Hall, San Jose,
California, to ascertain whether the public necessity, health, safety, or
welfare requires the removal of poles, overhead wires and associated overhead
structures, and the underground installation of wires and facilities for
supplying electric, communication, or similar or associated service, within
that certain area of the City of San Jose; and

WHEREAS, notice of such hearing has been given to all affected property
owners and utilities concerned in the manner and for the time required by law;
and

WHEREAS, such hearing has been duly and regularly held, and all persons
interested have been given an opportunity to be heard; and

WHEREAS, the Council of the City of San Jose, has, pursuant to
Ordinance No. 22343 of the City of San Jose, designated the above-described
area as Underground Utility District in the area of Route 87 at Chynoweth
Avenue of the City of San Jose; and

WHEREAS, the Underground Utility District created by said Ordinance No.
22343 of the City of San Jose is in the general public interest for the
following reasons(s):

ORIGINAL

AUG 18 1987

Ful-y executed originally signed copy sent to PG&E, per letter of 8/28/87, Bobbie Claycomb.
Conformed copy to Director of Design and Construction, Transportation Agency, and conformed
copy to Transportation Agency-Administration. 11/04/87, gvk.

(1) "The streets, roads or rights-of-way in the District are extensively used by the general public and carry a heavy volume of pedestrian or vehicular traffic;"

(2) "The said streets, roads or rights-of-way adjoin or pass through 'a civic area'. and

NOW, THEREFORE, BE IT RESOLVED that this Board hereby authorizes the utilization of up to \$50,000 from the amount allocated by Pacific Gas and Electric Company to the County of Santa Clara pursuant to Decision Nos. 73078 and 82-01-18 of the California Public Utilities Commission for the year 1987 for expenditure on the conversion project to be carried out in said Underground Utility 'District'.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara State of California on AUG 18 1987, 1987 by the following vote:

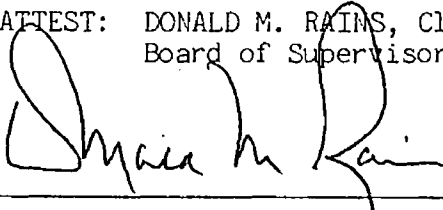
AYES: Supervisors DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON

NOES: Supervisors NONE

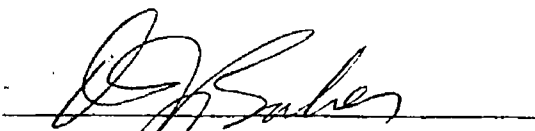
ABSENT: Supervisors NONE


Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



APPROVED AS TO FORM AND LEGALITY:


County Counsel 7-20-87

COUNTY OF SANTA CLARA
CALIFORNIA

file cc

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

August 28, 1987

P.G.E.
308 Stockton
San Jose, CA 95126

Dear Mr. O'Brien:

SUBJECT: Undergrounding of aerial facilities in the area of Route 87 at
Chynoweth Avenue of the Guadalupe Corridor Project.

Enclosed please find copy of Resolution for your records.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Bobbi Claycomb
Deputy Clerk

DMR:bc

Enclosures
cc: Transportation Agency

California

TRANSMITTAL MEMORANDUM

Prepared by RechttholdtPage 1 of 2

S.D. _____

Reviewed by BruceSubmitted by ReadingDATE: August 4, 1987APPROVED: DIRECTOR En

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____

COUNTY BOARD OF SUPERVISORS: Agenda Date August 18, 1987 Item No. _____

TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: SCOTTY A. BRUCE, Deputy Director, Design and Construction

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES IN THE AREA OF ROUTE
87 AT CHYNOWETH AVENUE OF THE GUADALUPE CORRIDOR PROJECTRECOMMENDED ACTION:

Adopt resolution authorizing Pacific Gas and Electric Company to allocate Santa Clara County Rule 20A funds to the City of San Jose for the conversion of existing overhead facilities to underground facilities in the area of Route 87 at Chynoweth Avenue. (of the Guadalupe Corridor Project)

FISCAL IMPLICATIONS:

Adoption of the Resolution will not require the expenditure of County funds.

REASONS FOR RECOMMENDATION:

The proposed conversion project on Chynoweth Avenue will eliminate an unusually heavy concentration of overhead distribution facilities on a street used extensively by the general public and carrying a heavy volume of pedestrian and vehicular traffic as well as the planned Light Rail Transit Vehicles.

BACKGROUND:

This District formed by the City of San Jose fronting our proposed Guadalupe Transportation Corridor Park and Ride Facility at Chynoweth Avenue and Route 87 is a cooperative project between the City of San Jose and the County of Santa Clara. This project will utilize approximately \$50,000 of Santa Clara County 20A Allocation Funds.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY AUG 18 1987
DONALD M. RAINS, Clerk of the Board

By Severaldine Kyle
Deputy Clerk

ORIGINAL

AUG 18 1987

DATE: August 4, 1987

TRANSIT DISTRICT BOARD AGENDA DATE:

COUNTY BOARD OF SUPERVISORS AGENDA DATE: August 18, 1987

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES IN THE AREA OF ROUTE
87 AT CHYNOWETH AVENUE OF THE GUADALUPE CORRIDOR PROJECT

The California Public Utilities Commission decision No. 73078 provides for the utility companies to budget money for the replacement of overhead facilities with underground facilities.

This budgeted amount is allocated to the various cities and counties in the same ratio that the number of customers in such cities and counties bears to the total system customers.

Santa Clara County is allocated approximately \$570,000 each year for these conversion projects. These funds accrue yearly if not expended and are only available for conversion projects.

CONSEQUENCES OF NEGATIVE ACTION:

The undergrounding of aerial facilities in the area of Route 87 at Chynoweth Avenue would not be done.

STEPS FOLLOWING APPROVAL:

When executed the Clerk of the Board would send the authorization to P.G. & E., Attention: Jim O'Brien, 308 Stockton, San Jose, CA 95126.

SAB:DHB:cw

WPLW04



RESOLUTION NO. _____

AUTHORIZING USE OF FUNDS ALLOCATED BY PACIFIC
GAS AND ELECTRIC COMPANY TO THE COUNTY OF
SANTA CLARA PURSUANT TO DECISION NOS. 73078 AND 82-01-18
OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION IN
THE CITY OF SAN JOSE

BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara
as follows:

WHEREAS, by Resolution No. 59488 of the City Council of the City of
San Jose, a public hearing was called for December 9, 1986, at the hour of
1:30 p.m. in the Council Chambers in the City Hall, San Jose,
California, to ascertain whether the public necessity, health, safety, or
welfare requires the removal of poles, overhead wires and associated overhead
structures, and the underground installation of wires and facilities for
supplying electric, communication, or similar or associated service, within
that certain area of the City of San Jose; and

WHEREAS, notice of such hearing has been given to all affected property
owners and utilities concerned in the manner and for the time required by law;
and

WHEREAS, such hearing has been duly and regularly held, and all persons
interested have been given an opportunity to be heard; and

WHEREAS, the Council of the City of San Jose, has, pursuant to
Ordinance No. 22411 of the City of San Jose, designated the above-described
area as Underground Utility District at the Park and Ride Lot at Snell Avenue
and Route 85 of the City of San Jose; and

WHEREAS, the Underground Utility District created by said Ordinance No.
22411 of the City of San Jose is in the general public interest for the
following reasons(s):

ORIGINAL

AUG 18 1987

Fully executed originally signed copy sent to P.G.&E. per letter of 9/28/87, Bobbie Claycomb.
Conformed copy to Director of Design and Construction, Transportation Agency, and conformed copy
to Transportation Agency-Administration. 11/04/87, gvk.

(1) "The streets, roads or rights-of-way in the District are extensively used by the general public and carry a heavy volume of pedestrian or vehicular traffic;"

(2) "The said streets, roads or rights-of-way adjoin or pass through 'a civic area'. and

NOW, THEREFORE, BE IT RESOLVED that this Board hereby authorizes the utilization of up to \$200,000 from the amount allocated by Pacific Gas and Electric Company to the County of Santa Clara pursuant to Decision Nos. 73078 and 82-01-18 of the California Public Utilities Commission for the year 1987 for expenditure on the conversion project to be carried out in said Underground Utility 'District'.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara State of California on AUG 18 '87, 1987 by the following vote:

AYES: Supervisors **DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON**
NOES: Supervisors **NONE**
ABSENT: Supervisors **NONE**

Dianne McKenna
Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors

Donald M. Rains

APPROVED AS TO FORM AND LEGALITY:

W. J. Baker
County Counsel *7-20-87*

COUNTY OF SANTA CLARA
CALIFORNIA

file cc

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

August 28, 1987

P.G.E.
308 Stockton
San Jose, CA 95126

Dear Mr. O'Brien:

SUBJECT: Undergrounding of aerial facilities at the Park and Ride lot
at Snell Avenue and Route 85 on the Guadalupe Corridor Project

Enclosed please find copy of Resolution for your records.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Bobbi Claycomb
Deputy Clerk

DMR:bc

Enclosures
cc: Transportation Agency

County of Santa Clara

California



TRANSMITTAL MEMORANDUM

Prepared by Betchtholdt

Page 1 of 2

S.D. _____

Reviewed by Bruce

Submitted by Reading

DATE: August 4, 1987

APPROVED: DIRECTOR [Signature]

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____

COUNTY BOARD OF SUPERVISORS: Agenda Date August 18, 1987 Item No. _____

TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: SCOTTY A. BRUCE, Deputy Director, Design and Construction

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES AT THE PARK AND RIDE
LOT AT SNELL AVENUE AND ROUTE 85 ON THE GUADALUPE CORRIDOR
PROJECT

RECOMMENDED ACTION:

Adopt resolution authorizing Pacific Gas and Electric Company to allocate Santa Clara County Rule 20A funds to the City of San Jose for the conversion of existing overhead facilities to underground facilities at the Park and Ride Lot at Snell Avenue and Route 85. (on the Guadalupe Corridor Project)

FISCAL IMPLICATIONS:

Adoption of the Resolution will not require the expenditure of County funds.

REASONS FOR RECOMMENDATION:

The proposed conversion project on Snell Avenue will eliminate an unusually heavy concentration of overhead distribution facilities on a street used extensively by the general public and carrying a heavy volume of pedestrian and vehicular traffic as well as the planned Light Rail Transit Vehicles.

BACKGROUND:

This District formed by the City of San Jose fronting our proposed Guadalupe Transportation Corridor Park and Ride Facility at Snell Avenue and Route 85 is a cooperative project between the City of San Jose and the County of Santa Clara. This project will utilize approximately \$200,000 of Santa Clara County 20A Allocation Funds.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY AUG 18 1987
DONALD M. RAINS, Clerk of the Board
By [Signature] Deputy Clerk

ORIGINAL

AUG 18 1987

Approved copy sent to Director of Design and Construction-Transportation Agency, and to Dorothy Gullion, Transportation Agency-Administration. 11/04/87, gvk.

DATE: August 4, 1987

TRANSIT DISTRICT BOARD AGENDA DATE:

COUNTY BOARD OF SUPERVISORS AGENDA DATE: August 18, 1987

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES AT THE PARK AND RIDE
LOT AT SNELL AVENUE AND ROUTE 85 OF THE GUADALUPE CORRIDOR
PROJECT

The California Public Utilities Commission decision No. 73078 provides for the utility companies to budget money for the replacement of overhead facilities with underground facilities.

This budgeted amount is allocated to the various cities and counties in the same ratio that the number of customers in such cities and counties bears to the total system customers.

Santa Clara County is allocated approximately \$570,000 each year for these conversion projects. These funds accrue yearly if not expended and are only available for conversion projects.

CONSEQUENCES OF NEGATIVE ACTION:

The undergrounding of aerial facilities at the Park and Ride Lot at Snell Avenue and Route 85 would not be done.

STEPS FOLLOWING APPROVAL:

When executed the Clerk of the Board would send the authorization to P.G. & E., Attention: Jim O'Brien, 308 Stockton, San Jose, CA 95126.

SAB:DHB:cw

WPLMOM



RESOLUTION NO. _____

AUTHORIZING USE OF FUNDS ALLOCATED BY PACIFIC
GAS AND ELECTRIC COMPANY TO THE COUNTY OF
SANTA CLARA PURSUANT TO DECISION NOS. 73078 AND 82-01-18
OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION IN
THE CITY OF SAN JOSE

BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara
as follows:

WHEREAS, by Resolution No. 59100 of the City Council of the City of
San Jose, a public hearing was called for May 20, 1987, at the hour of
1:30 p.m. in the Council Chambers in the City Hall, San Jose,
California, to ascertain whether the public necessity, health, safety, or
welfare requires the removal of poles, overhead wires and associated overhead
structures, and the underground installation of wires and facilities for
supplying electric, communication, or similar or associated service, within
that certain area of the City of San Jose on North First Street from Brokaw
Road to Tasman Avenue; and

WHEREAS, notice of such hearing has been given to all affected property
owners and utilities concerned in the manner and for the time required by law;
and

WHEREAS, such hearing has been duly and regularly held, and all persons
interested have been given an opportunity to be heard; and

WHEREAS, the Council of the City of San Jose, has, pursuant to
Ordinance No. 22246 of the City of San Jose, designated the above-described
area as Underground Utility District in the area of North First Street from
Brokaw Road to Tasman Avenue within the City of San Jose; and

WHEREAS, the Underground Utility District created by said Ordinance No.
22246 of the City of San Jose is in the general public interest for the
following reasons(s):

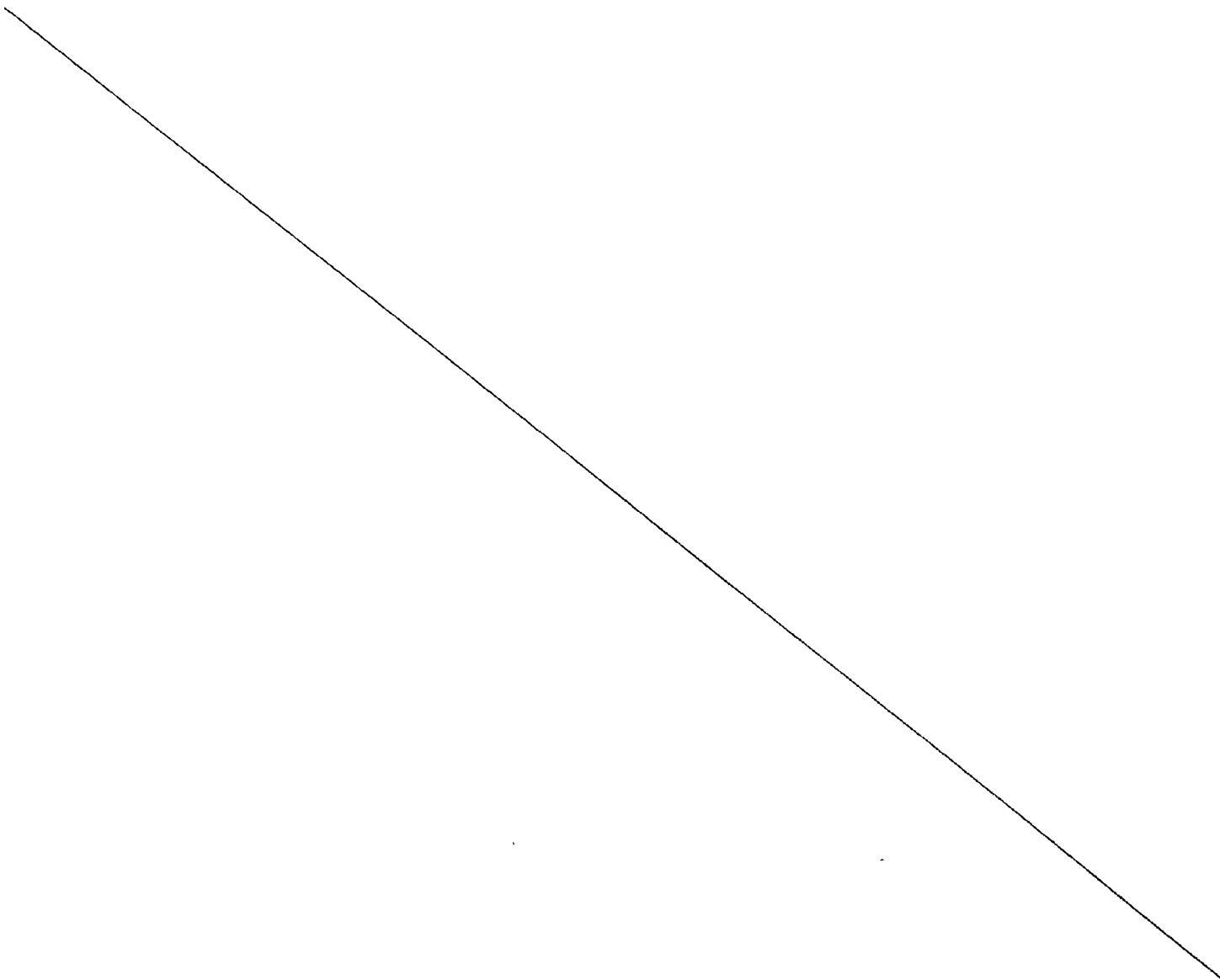
ORIGINAL

JUL 28 1987

(1) "The undergrounding to be accomplished will avoid or eliminate an unusually heavy concentration of overhead distribution facilities;"

(2) "The streets, roads or rights-of-way in the District are extensively used by the general public and carry a heavy volume of pedestrian or vehicular traffic;"

NOW, THEREFORE, BE IT RESOLVED that this Board hereby authorizes the utilization of up to \$1,000,000 from the amount allocated by Pacific Gas and Electric Company to the County of Santa Clara pursuant to Decision Nos. 73078 and 82-01-18 of the California Public Utilities Commission for the year 1987 for expenditure on the conversion project to be carried out in said Underground Utility 'District'.



PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara
State of California on JUL 28 1987, 1987 by the following vote:

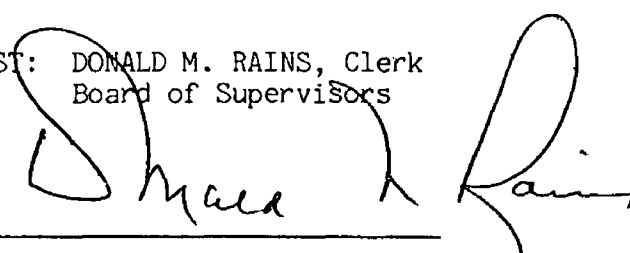
AYES: Supervisors **DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON**

NOES: Supervisors **NONE**

ABSENT: Supervisors **NONE**


Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



APPROVED AS TO FORM AND LEGALITY:


County Counsel

6-15-87

WPLL03

COUNTY OF SANTA CLARA
CALIFORNIA

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD

Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

August 5, 1987

Pacific Gas and Electric Company
308 Stockton Avenue
San Jose, CA. 95126

Attn: Jim O'Brien

SUBJECT: RESOLUTION AUTHORIZING PG&E TO ALLOCATE RULE 20A FUNDS TO CITY
OF SAN JOSE

Dear Mr. O'Brien:

On July 28, 1987, the Board of Supervisors adopted a Resolution authorizing Pacific Gas and Electric Company to allocate Santa Clara County Rule 20A funds to the City of San Jose to convert overhead facilities to underground facilities on First Street, between Brokaw Road and Tasman Avenue.

Enclosed please find a copy of said Resolution for your information and files. This office will notify the proper parties of Board action.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Sheri Atencio
Deputy Clerk

DMR:sla

cc: City of San Jose

Enclosures

California



TRANSMITTAL MEMORANDUM

Prepared by BechtholdtPage 1 of 2

S.D. _____

Reviewed by BruceSubmitted by BruceDATE: June 15, 1987APPROVED: DIRECTOR pm

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____

COUNTY BOARD OF SUPERVISORS: Agenda Date July 28 1987 Item No. _____

TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: SCOTTY BRUCE, Deputy Director, Design and Construction

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES ON NORTH FIRST STREET
FROM BROKAW ROAD TO TASMAN AVENUERECOMMENDED ACTION:

Adopt resolution authorizing Pacific Gas and Electric Company to allocate Santa Clara County Rule 20A funds to the City of San Jose for the conversion of existing overhead facilities to underground facilities on First Street between Brokaw Road and Tasman Avenue.

FISCAL IMPLICATIONS:

Adoption of the Resolution will not require the expenditure of County funds.

REASONS FOR RECOMMENDATION:

The proposed conversion project on First Street will eliminate an unusually heavy concentration of overhead distribution facilities on a street used extensively by the general public and carrying a heavy volume of pedestrian and vehicular traffic as well as the planned Light Rail Transit Vehicles.

BACKGROUND:

This particular district is the last of three separate districts formed by the City of San Jose along First Street from Julian Street North to Tasman Avenue. The prior districts were funded solely by the City of San Jose 20A allocation. Combining City and County 20A allocations will enable the completion of one of the most significant conversion projects undertaken in Santa Clara County and greatly enhance the Guadalupe Transportation Corridor.

DATE: June 15, 1987

TRANSIT DISTRICT BOARD AGENDA DATE:

COUNTY BOARD OF SUPERVISORS AGENDA DATE: July 14, 1987

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: UNDERGROUNDING OF AERIAL FACILITIES ON NORTH FIRST STREET
FROM BROKAW ROAD TO TASMAN AVENUE

The California Public Utilities Commission decision No. 73078 provides for the utility companies to budget money for the replacement of overhead facilities with underground facilities.

This budgeted amount is allocated to the various cities & counties in the same ratio that the number of customers in such cities and counties bears to the total system customers.

Santa Clara County is allocated approximately \$570,000 each year for these conversion projects. These funds accrue yearly if not expended and are only available for conversion projects.

CONSEQUENCES OF NEGATIVE ACTION:

The undergrounding of aerial facilities along North First Street from Brokaw Road to Tasman Avenue would not be done.

STEPS FOLLOWING APPROVAL:

When executed the Clerk of the Board would send the authorization to P.G. & E., Attention Jim O'Brien, 308 Stockton, San Jose, CA 95126

SAB:DHB:cw

WPLW04



memorandum

ROADS/GEN

Dianne



TO	Phyllis Perez Asst. Clerk of the Board	FROM	Dianne McKenna, Chair Board of Supervisors
SUBJECT	Torch Run/Resolution	DATE	July 14, 1987

*
H Please place the following resolution on the Board of Supervisors agenda for Tuesday, July 21, 1987 as a consent item. Please prepare immediately after and mail to Mr. Robert Cashion, P.E., CalTrans Office of Permits, P.O. Box 27310, San Francisco, California 94120. Thank you.

WHEREAS, California Special Olympics, Inc., proposes to conduct a Law Enforcement Torch Run; and

WHEREAS, The Law Enforcement Torch run may temporarily impede and restrict the flow of traffic on State Highway 101 (Business), State Route 152 and State Route 82 in Santa Clara County between the hours of 7:00 A.M. and 9:00 A.M. on Saturday, July 25, 1987 and Sunday, July 26, 1987; and

NOW THEREFORE BE IT RESOLVED, that the Board of Supervisors of the County of Santa Clara, State of California approves and consents to the proposed Torch Run and recommends approval of and consents to the proposed restriction of State Highways upon terms and conditions deemed appropriate and necessary by the State of California, Department of Transportation and the County of Santa Clara.

PASSED AND ADOPTED, etc.

rz

attachment

+ mailed
APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY 7-21-87

DONALD M. RAINS, Clerk of the Board

By Robert Cashion
Deputy Clerk

ORIGINAL

JUL 21 1987



**Special
Olympics**

CALIFORNIA SPECIAL OLYMPICS, INC.
1808 STANFORD STREET
SANTA MONICA, CA 90404

(213) 453-7622

June 16, 1987

JUN 16 1987

The Honorable Rod J. Diridon, Chairman
 Board of Supervisors
 Santa Clara County
 County Administration Building
 70 West Hedding Street
 San Jose, California 95110

[Handwritten signature: Rod J. Diridon]

President
 RAFAEL JOHNSON*

First Vice President
 JACK BROTHERTON

Vice President/Legal
 LAWRENCE BASS

Vice President/Planning
 H. JAMES GRIGGS

Vice President/Public Relations
 HANK RIEGER

Treasurer
 ALLEN J.P. GEHRIG

Secretary
 JOHN C. BRAUNE

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 Roy W. Walters, III
 Joseph A. Watters
 David A. Weitzner
 Casey Woolley

Executive Director
 JOHN C. BRAUNE

*National Head Coach

Dear Supervisor Diridon:

I am writing about a special event, the Law Enforcement Torch Run for California Special Olympics. The Torch Run is a local effort to raise much needed funds for our state's mentally retarded athletes to train and compete in the Special Olympics Program. The Law Enforcement Torch runners and their support vehicles will be passing through your county on July 25 and 26, and we need your help in coordinating this event with CalTrans.

Allow me to briefly explain this wonderful event to you.....on July 24, 1987 Law Enforcement personnel from the entire state will run 3-mile legs carrying a torch ignited at the Golden Gate Bridge, through San Francisco and many other communities, down picturesque California and into a victory celebration in Los Angeles on July 30, 1987.

The Law Enforcement Torch Run will be receiving considerable media exposure, with segments to appear on Wide World of Sports. California will be joining the other 49 states, the District of Columbia and several international countries with similar Torch Runs in one of the largest fund raising events of its kind. National and international media coverage is anticipated. Public officials and celebrities have endorsed and offered their support and participation.

It has been our experience that such a Run might very briefly impact on traffic control; therefore, as a contingency, we are working with all local Law Enforcement jurisdictions, the California Highway Patrol, as well as CalTrans. Please note that on Highways in non-incorporated areas, CalTrans has advised us that your approval of their use for the Torch Run within your County is needed. CalTrans would like a resolution or at least a letter from you approving said Run. I have included a draft copy of each. The resolution/letter is to be sent to the CalTrans Permit Engineer, as below:

Mr. Robert Cashion, P.E.
 CalTrans Office of Permits
 P.O. Box 27310
 San Francisco, CA 94120

Special Olympics Created by The Joseph P. Kennedy, Jr. Foundation

Authorized and Accredited by Special Olympics, Inc. for the Benefit of Mentally Retarded Citizens.

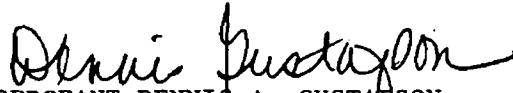
ORIGINAL

JUL 21 1987

The Honorable Rod J. Diridon
June 16, 1987
Page 2

Thank you in advance for your prompt attention to this matter.
If needed, I can usually be contacted at (415) 553-1345.

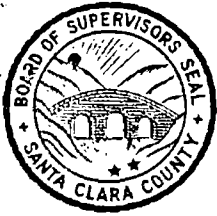
Sincerely,



SERGEANT DENNIS A. GUSTAFSON
San Francisco Police Department
850 Bryant Street, Room 555
San Francisco, CA 94103

DAG:sh
Enclosures

P.S. I would appreciate your sending me a copy of any correspondence you direct to CalTrans.



**RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA, STATE OF CALIFORNIA**

WHEREAS, California Special Olympics, Inc., proposes to conduct a Law Enforcement Torch Run; and

WHEREAS, The Law Enforcement Torch run may temporarily impede and restrict the flow of traffic on State Highway 101 (Business), State Route 152 and State Route 82 in Santa Clara County between the hours of 7:00 a.m. and 9:00 p.m. on Saturday, July 25, 1987 and Sunday, July 26, 1987; and

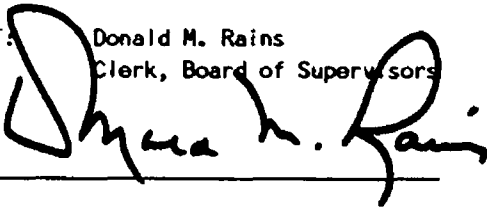
NOW THEREFORE BE IT RESOLVED, that the Board of Supervisors of the County of Santa Clara, State of California approves and consents to the proposed Torch Run and recommends approval of and consents to the proposed restriction of State Highways upon terms and conditions deemed appropriate and necessary by the State of California, Department of Transportation and the County of Santa Clara.

PASSED AND ADOPTED this Twenty-first Day of July, Nineteen Hundred and Eighty-Seven by unanimous vote.

AYES: Supervisors: Wilson, Lofgren, Legan, Diridon, McKenna
NOES: Supervisors: None
ABSENT: Supervisors: None


Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: Donald M. Rains
Clerk, Board of Supervisors



BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

RESOLUTION

RESOLUTION REQUESTING THE USE OF RADAR BY THE
HOLLISTER-GILROY AREA CALIFORNIA HIGHWAY PATROL IN SANTA CLARA COUNTY

WHEREAS, the Santa Clara County Board of Supervisors is aware of,
and concerned about, serious traffic safety problems in the County; and

WHEREAS, excessive speed is a primary collision factor in the vast
majority of traffic accidents in the County; and

WHEREAS, the California Highway Patrol has been unable effectively
to control speeding violations through conventional enforcement methods,
i.e., in-view patrol and pacing speeders with patrol vehicles; and

WHEREAS, the Santa Clara County Board of Supervisors believes that
the use of radar is an effective tool for reducing speeding on roads in
Santa Clara County and, thereby, accidents.

NOW, THEREFORE, BE IT RESOLVED that the Santa Clara County Board of
Supervisors requests the California Highway Patrol to utilize radar speed
enforcement on designated roadways with excessive speed violations and/or
high accident frequencies throughout Santa Clara County.

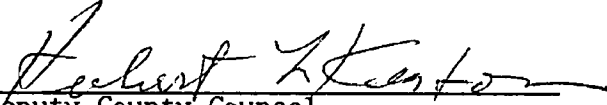
BE IT FURTHER RESOLVED that the Santa Clara County Board of
Supervisors requests that this radar enforcement be implemented as soon
as possible.

PASSED AND ADOPTED by the Board of Supervisors of the County of
Santa Clara, State of California, this JUL 14 1987 day of _____,
1987, by the following vote:

AYES: SUPERVISORS DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON
NOES: SUPERVISORS NONE
ABSENT: SUPERVISORS NONE

ATTEST: 
Clerk of Said Board
DONALD M. RAINS, CLERK


Chairperson of said Board
DIANNE MCKENNA


Deputy County Counsel
Approved as to Form and Legality

orig
ORIGINAL

JUL 14 1987

One fully executed originally signed Resolution sent to CHP; conformed copies sent to Sheriff's
Department-Administration; Transportation Agency-Roads Operation; and Supervisor Wilson.
7/14/87, gvk.

COUNTY OF SANTA CLARA
CALIFORNIA

FILE

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

July 17, 1987

Chief of Administration
California Highway Patrol
2020 Junction Avenue
San Jose, California 95131

Dear Sir:

SUBJECT: Radar Speed Enforcement on Designated Roadways,
Gilroy-Hollister Area.

Please be advised that the Board of Supervisors of Santa Clara County at their Meeting of July 14, 1987 (Item No. 8), adopted a Resolution endorsing the use of radar speed enforcement on designated roadways in the Gilroy-Hollister area. The reason for this action is that excessive speed has been documented to be the cause of many of the accidents on south Santa Clara County State Highways and some County roads. It is understood that adopting such a Resolution is the first step in the process of acquiring radar.

Enclosed please find a conformed copy of the cited Resolution.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK



Geraldine Kyle
Deputy Clerk

DMR:gvk

Enclosure

Supervisor Susanne Wilson
Transportation Agency-Roads Operation
Sheriff's Department-Administration

COUNTY OF SANTA CLARA
CALIFORNIA

FILE

OFFICE OF THE BOARD OF SUPERVISORS
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

MEMBERS OF THE BOARD
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

July 22, 1987

Captain Jim Skidmore
Gilroy-Hollister California Highway Patrol
740 Renz Lane
Gilroy, California 95020

Dear Captain Skidmore:

SUBJECT: Radar Speed Enforcement on Designated Roadways,
Gilroy-Hollister Area.

Please be advised that the Board of Supervisors of Santa Clara County at their Meeting of July 14, 1987 (Item No. 8), adopted a Resolution endorsing the use of radar speed enforcement on designated roadways in the Gilroy-Hollister area. The reason for this action is that excessive speed has been documented to be the cause of many of the accidents on south Santa Clara County State Highways and some County roads. It is understood that adopting such a Resolution is the first step in the process of acquiring radar.

Enclosed please find a conformed copy of the cited Resolution

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK

DK

Geraldine Kyle
Deputy Clerk

DMR:gvk

Enclosure

cc: Supervisor Susanne Wilson
Transportation Agency-Roads Operation
Sheriff's Department-Administration

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

RESOLUTION

RESOLUTION REQUESTING THE USE OF RADAR BY THE
HOLLISTER-GILROY AREA CALIFORNIA HIGHWAY PATROL IN SANTA CLARA COUNTY

WHEREAS, the Santa Clara County Board of Supervisors is aware of,
and concerned about, serious traffic safety problems in the County; and

WHEREAS, excessive speed is a primary collision factor in the vast
majority of traffic accidents in the County; and

WHEREAS, the California Highway Patrol has been unable effectively
to control speeding violations through conventional enforcement methods,
i.e., in-view patrol and pacing speeders with patrol vehicles; and

WHEREAS, the Santa Clara County Board of Supervisors believes that
the use of radar is an effective tool for reducing speeding on roads in
Santa Clara County and, thereby, accidents.

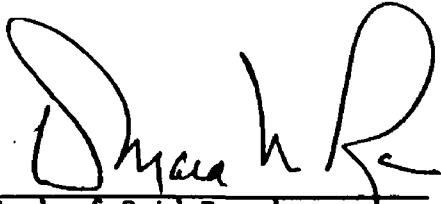
NOW, THEREFORE, BE IT RESOLVED that the Santa Clara County Board of
Supervisors requests the California Highway Patrol to utilize radar speed
enforcement on designated roadways with excessive speed violations and/or
high accident frequencies throughout Santa Clara County.

BE IT FURTHER RESOLVED that the Santa Clara County Board of
Supervisors requests that this radar enforcement be implemented as soon
as possible.


PASSED AND ADOPTED by the Board of Supervisors of the County of
Santa Clara, State of California, this JUL 14 1987 day of _____,
1987, by the following vote:

AYES: SUPERVISORS DIRIDON, LEGAN, LOFGREN, MCKENNA, WILSON
NOES: SUPERVISORS NONE
ABSENT: SUPERVISORS NONE

ATTEST:


Clerk of Said Board

DONALD M. RAINS, CLERK


Chairperson of said Board

DIANNE MCKENNA


Deputy County Counsel

Approved as to Form and Legality

Memorandum



TO CLERK OF THE BOARD	FROM SUPERVISOR SUSANNE WILSON
SUBJECT RESOLUTION REQUESTING RADAR - 7/14/87 Board Meeting	DATE 7/6/87

RECOMMENDATION:

That the Santa Clara County Board of Supervisors adopt a resolution requesting that the Gilroy-Hollister Area California Highway Patrol utilize radar speed enforcement on designated roadways.

BACKGROUND:

Excessive speed has been documented to be the cause of many of the accidents on south Santa Clara County State Highways and some county roads. The Gilroy-Hollister Area California Highway Patrol has expressed interest in using radar on the roadways that qualify for such use. The first step in the process to acquire radar is a resolution from the local jurisdiction endorsing the use of radar by the California Highway Patrol.

FISCAL IMPLICATIONS:

\$16,000 is currently budgeted in the Santa Clara County Roads Operations Budget for radar in South County.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY JUL 14 1987
DONALD M. RAINS, Clerk of the Board
By Deraldine Kyle
Deputy Clerk

^{cig}
ORIGINAL

memorandum

ROADS/GEN
Dianne



TO	Phyllis Perez Asst. Clerk of the Board	FROM	Dianne McKenna, Chair Board of Supervisors
SUBJECT	Peace Run	DATE	5/12/87

Please place the following resolution on the Board of Supervisor's agenda for Tuesday, May 19, 1987 as a consent item. Please prepare and mail as soon as possible to Mr. Robert Cashion, P.E., CalTrans Office of Permits, P.O. Box 27310, San Francisco, California 94120. Thank you.

3n WHEREAS, The Sri Chinmoy Marathon Team Inc. proposes to conduct a Torch Relay Peace Run; and

WHEREAS, The Peace Run may, on Saturday, June 20, 1987, temporarily impede and restrict the free passage of traffic over State Highway Route 101 (Business) from Gilroy to Coyote, and Route 82 from Coyote to the San Mateo County Line, during the hours of 8:00 a.m. to 5:00 p.m.;

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California approves and consents to the proposed Peace Run and recommends approval of and consents to the proposed restriction of State Highway Route 101 (Business) and Route 82 upon terms and conditions deemed appropriate and necessary by the State of California, Department of Transportation and the County of Santa Clara.

PASSED AND ADOPTED, etc.

rz

attachments

ORIGINAL

MAY 19 1987



RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

WHEREAS, the Sri Chinmoy Marathon Team Inc. proposes to conduct a Torch Relay Peace Run; and

WHEREAS, the Peace Run may, on Saturday, June 20, 1987, temporarily impede and restrict the free passage of traffic over State Highway Route 101 (Business) from Gilroy to Coyote, and Route 82 from Coyote to the San Mateo County Line, during the hours of 8:00 a.m. to 5:00 p.m.;

NOW THEREFORE BE IT RESOLVED, that the Board of Supervisors of the County of Santa Clara, State of California approves and consents to the proposed Peace Run and recommends approval of and consents to the proposed restriction of State Highway Route 101 (Business) and Route 82 upon terms and conditions deemed appropriate and necessary by the State of California, Department of Transportation and the County of Santa Clara.

PASSED AND ADOPTED this Nineteenth Day of May, Nineteen Hundred and Eighty-Seven by unanimous vote.

YES: Supervisors: Wilson, Lofgren, Legan, Diridon, McKenna
NOES: Supervisors: None
ABSENT: Supervisors: None

Dianne McKenna
Dianne McKenna, Chairperson
Board of Supervisors

ATTEST: Donald M. Rains
Clark, Board of Supervisors


Shyue M. Rains

cc: Mailed original resolution to: Mr. Robert Cashion, P.E., CalTrans Office of Permits, P.O. Box 27310, San Francisco, CA 94120 5/21/87 epk



MEMORANDUM

To: Mary Kate Franci
Supervisor McKenna's Office

From:  Alan V. Jones
Mgr., Roads Engineering

Subject: PEACE RUN

Date: April 22, 1987

Attached for your use is a copy of a modified resolution approving the Peace Run on June 20, 1987. The terms and conditions imposed by the County would be similar to those imposed by the state. They will be required to obtain an Encroachment Permit. This permit will be issued at no cost. In addition, they will be required to provide liability insurance to protect the County in the amount of \$1,000,000 and traffic control as needed.

If you or your staff has any further questions, please call.

AVJ:db
Enclosure
cc: WLK
ALD

THE PEACE RUN

Students reflect on peace in today's world during the longest relay run in history

A Half Hour Satellite Broadcast
ON PBS TELEVISION
THURSDAY
MAY 14, 1987

2:00 E.A. EST	1:00 E.A. CST
12:00 NOON MST	11:00 A.M. PST

Check your local public television stations for program schedule
For more information on AFS, this broadcast, or how you can join the Peace Run call:
1-800-AFS-INFO



Host "Big Man" Clarence Clemens with AFS students Tomas Aragon (Spain) and Andrea Boyer (Germany)



1 APR 3 1987



APR 2 1987

March 27, 1987

W. D. S. S. S.

Mr. Rod J. Diridon
Chairman, Board of Supervisors
Santa Clara County
County Administration Building
70 West Hedding St.
San Jose, CA 95110

Dear Mr. Diridon:

The Peace Run is an around-the-world torch relay intended to help break down some of the barriers to international understanding and peace. It is non-political and non-commercial in nature, no funds are being raised, and there is no charge for participation. The runners and their support vehicles will be passing through your county during the coming month of June and we need your help coordinating this event with CalTrans.

As you will see from the enclosed brochure and other materials, this event has already been endorsed by many international organizations, public officials and celebrities. Many notable Californians such as Senator Alan Cranston, Dennis Connors (America's Cup Skipper, San Diego Yacht Club), Olympic Champion Carl Lewis (Santa Monica Track Club) as well as numerous State Senators and Representatives have offered their support and participation.

The Peace Run will be receiving considerable media exposure including a PBS television special May 14th, and extensive Network coverage on the "Today Show" and "Good Morning America."

Because various Road Runner clubs, corporations, schools, and civic groups have indicated that they want to participate in the Peace Run along certain portions of the route, the numbers of runners, support vehicles, and spectators could vary from only a couple (in remote areas) to fairly large crowds in some of the more populated regions. If large numbers of people do turn out along certain portions of the route, the Torch Bearer and Escorts might very briefly impact on traffic safety and control as they pass. We do not expect this to happen in most places, but as a contingency we are working closely with CalTrans, CHP, and of course all local jurisdictions to ensure a smooth and safe passage of the Peace Run through all localities.

-More-

Headquarters:

1000 ...
...
...

Central Region:

1000 ...
...
...

Western Region:

951 West ...
...
...

Washington Liaison Office:

...
...
...

We will be using both State Highways and local roads as the Peace Torch is passed runner to runner up through California. Where we use local roads, we will be coordinating with the appropriate local police jurisdictions. However, where we will be using State Highways, CalTrans needs your written assurance that you have no objection to their use for this event within your County. This can be done either of two ways. If possible, CalTrans would like a Resolution passed approving this special event. If that can not be done before May 15th, they would like at least a letter from you or another appropriate official, approving this special event.

Suggested draft copy for either approach is attached. Kindly send the letter (or resolution) directly to the CalTrans Permit Engineer who is coordinating this event:

Mr. Robert Cashion, P.E.
CalTrans Office of Permits
P.O. Box 27310
San Francisco, CA 94120

Thank you for your time and attention to this matter. If I can be of any further assistance, or you need any additional information, please do not hesitate to contact me.

I can usually be reached at 408-371-6401. My MCI electronic mail number is: 312-5195. TELEX: 6503125195. If you can't reach me right away and need more information, please call the International Peace Run Headquarters at 1-800-722-8252.

Sincerely,



David Serlin
Western U.S. Regional Coordinator

CC: Lt. Schock/CHP
R. Cashion/CalTrans

Encl.
DS:ma

The Peace Run: What Is It All About?

There's a new spirit in the Eighties: a spirit of caring, a spirit of grassroots solidarity, and a spirit of worldwide cooperation. It's the spirit of peace.

In the past few years, the phenomenal successes of *We Are The World*, *Live Aid*, and *Hands Across America* have proven beyond a doubt that we — as a nation, as a people, and as a world — want and need peace and world solidarity. For this reason we're incredibly excited about the upcoming *Sri Chinmoy Oneness-Home Peace Run*.

To begin with, just looking at The Peace Run on the level of history's longest relay, we have some staggering statistics. For example, this monumental event will cover some 27,000 miles of ultra-distance running in 55 countries, a distance in excess of the earth's circumference. This is roughly equivalent to 47,520,000 paces and will take about 4500 hours of total running.

There will be more than 20,000 times when the torch is passed from runner to runner, and we expect thousands upon thousands of participants to join our core team of runners as they carry the message of peace to the four corners of the globe.

But staging history's longest relay isn't the point. The point is involving the world — one person at a time — in the process of world peace. That's why this relay is so important. The Peace Run will offer millions of people around the world an opportunity to participate in world peace on an unprecedented scale.

What makes this big event so unique in an era of big events is this: The Peace Run asks for no money from its participants. Participation is the only fee. Participation and willingness; a willingness to step outside the confines of political boundaries and move into a broader consciousness of world community.

We are indeed fortunate to already have the participation of a variety of celebrities and promi-

nent figures. Nobel Peace Prize winner **Desmond Tutu**, Olympic gold medalist **Carl Lewis**, renowned concert pianist **Andre Watts**, pop musicians **Clarence Clemons**, **Jon Anderson**, and Grammy Award winner **Narada Michael Walden** — to name just a few — will help The Run in various capacities, from carrying the torch to recording PSA's for radio and TV.

We are also working in cooperation with AFS Intercultural Exchange programs, for 40 years the leading cultural exchange organization worldwide. Some 50,000 AFS exchange students and as-

sociated families from around the globe will carry the torch in their quest for peace. The eagerness of these youngsters to participate in The Peace Run gives us hope for establishing peace in the generations to come.

Many of these students will share their views on peace on a nationally televised special entitled, *The Peace Run*, airing May 14 at 2:00 pm ET on PBS.



Peace Run spokesperson Clarence Clemons with AFS exchange students from Spain and Germany

We need you to help. By inspiring people around the globe to carry the torch and express their own aspirations for peace, your support and participation will make The Peace Run an event that touches every heart and fulfills a universal dream for peace.

You can make a difference. We hope that you will join those who have already decided that this historic event — and their participation in it — can make a difference for world peace.

For information on how to join The Peace Run, call or write:

The Peace Run Hotline
1-800-722-8252
1-718-523-9292 in NY & AK

Peace Run
164-03 85th Ave.
Jamaica, NY 01432

☐ STATE CAPITOL
ROOM 4032
SACRAMENTO, CA 95814
(916) 445-3104

☐ 801 15TH ST. SUITE E
MODESTO, CA 95354
(209) 576-6231

☒ 100 PASEO DE SAN ANTONIO
SUITE 211
SAN JOSE, CA 95113
(408) 277-1470



Senate

California Legislature

DAN MCCORQUODALE

SENATOR
TWELFTH DISTRICT

March 11, 1987

David Serlin, Western Coordinator
Sri Chinmoy Oneness-Home Peace Run
951 West Dana Street
Mountain View, CA 94041

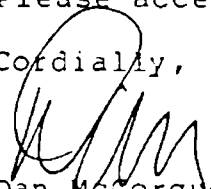
Dear Mr. Serlin:

I am pleased to support the efforts of the Sri Chinmoy Oneness-Home Peace Run.

The symbolic message of the Peace Run will serve to remind us that world peace can only be achieved through the continuous and cooperative efforts of all people . . . and all nations.

Please accept my best wishes for a successful event.

Cordially,


Dan McCorquodale
Senator, 12th District

DM/pc

STANDING COMMITTEES.

PUBLIC EMPLOYMENT
AND RETIREMENT CHAIR
AGRICULTURE VICE-CHAIR
CHAIR OF SUBCOMMITTEE ON
AGRICULTURAL DRAINAGE PRACTICES
HEALTH AND HUMAN SERVICES
CHAIR OF SUBCOMMITTEE ON
MENTAL HEALTH DEVELOPMENTAL
DISABILITIES AND GENETIC DISEASES
BUSINESS AND PROFESSIONS
CONSTITUTIONAL AMENDMENTS
NATURAL RESOURCES AND WILDLIFE

SELECT COMMITTEES.

CITIZEN PARTICIPATION IN
GOVERNMENT CHAIR
MARITIME INDUSTRY
MOBILE HOMES
SMALL BUSINESS ENTERPRISES

JOINT COMMITTEES

STATE ECONOMY
PUBLIC PENSION FUND INVESTMENTS

WHAT THEY SAY ABOUT THE PEACE RUN

"I am happy to support your Peace Run for justice, peace and reconciliation. The world must know that God wants us to live amicably as brothers and sisters, members of one family, the human family, God's family."

- Archbishop Desmond Tutu
Winner, Nobel Peace Prize

"I am happy to support the Sri Chinmoy Oneness-Home Peace Run. Sri Chinmoy is a New Yorker intent on the noblest of causes, world peace. It is my pleasure to endorse his efforts."

- Daniel Patrick Moynihan
U.S. Senate

"The Peace Run will do much to inspire the hearts and stimulate the minds of those who support, participate in, witness or hear about the event. I will be honored to play a significant role in the Peace Run as spokesperson and torch carrier. When the relay begins at the Statue of Liberty on April 27 and along the relay route, I will be there to help encourage wide public participation and to inspire the thousands who will share in this great adventure."

- Carl Lewis
World Record Holder
Olympic Champion

"I could think of no better way to demonstrate the determination and fortitude it will take to continue our struggle for world peace than a continuous torch relay uniting some forty nations and all 50 of the United States. Your plan to involve thousands of Americans will evoke the great Olympic spirit that brought America together in 1984 in such a marvelous way."

- Gary L. Ackerman
U.S. House of Representatives

"The Sri Chinmoy Oneness-Home Peace Run is a wonderful idea and a great effort toward symbolizing the potential of world peace. I realize the time, effort and dedication it takes from many thousands of people to make an event like this successful. My highest commendation to all of you. I'm certain I join millions of Americans in thanking the organizers and participants who will take the Peace Run from a possibility to a reality."

- Bob Packwood
U.S. Senate



TRANSMITTAL MEMORANDUM

Prepared by Wolthausen
Reviewed by Cardwell
Submitted by Bruce
APPROVED: DIRECTOR *fn*

Page 1 of 2

S.D. 1

June 2, 1986

DATE: ROADS General

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____
COUNTY BOARD OF SUPERVISORS: Agenda Date June 17, 1986 Item No. _____
TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: *fn* SCOTTY BRUCE, Deputy Director, Transportation Development

SUBJECT: INVITATION FOR CONSIDERATION OF PROFESSIONAL CONSULTING
SERVICES FOR REPLACEMENT/MODIFICATION OF COUNTY BRIDGES

RECOMMENDED ACTION:

It is recommended that the Board of Supervisors approve an Invitation for Consideration of professional services for replacement and modification of two (2) bridge structures on the County Road System and authorize the Transportation Agency to solicit Request for Proposals (RFP).

FISCAL IMPLICATIONS:

The total cost of the services to be performed is estimated to be \$60,000. About 75 percent is reimbursable by the Federal Emergency Management Administration (FEMA). The remainder is eligible for partial reimbursement under Assembly Bill 2536 related to storm damage costs not covered by other Federal subventions. Sufficient funds are available in the Road Fund, account 0023/4002/2899 (Storm Damage) in FY 86-7.

REASONS FOR RECOMMENDATION:

The purpose of this recommendation is to provide plans, technical specifications, cost estimates and related engineering for the replacement and modification of two (2) bridge structures on the County Road System which were severely damaged during the winter storms.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY

Donald M. Rains, Clerk of the Board
Ex Officio, Secretary

By *Kitty Courville*
Deputy Clerk

Date JUN 17 1986

ORIGINAL

JUN 17 1986

1 cc Transportation Agency, Scotty Bruce 7/2/86 kc

DATE: June 2, 1986

TRANSIT DISTRICT BOARD AGENDA DATE:

COUNTY BOARD OF SUPERVISORS AGENDA DATE: June 17, 1986

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: INVITATION FOR CONSIDERATION OF PROFESSIONAL CONSULTING
SERVICES FOR REPLACEMENT/MODIFICATION OF COUNTY BRIDGES

BACKGROUND:

During the February-March 1986 storms two (2) County bridges were severely damaged:

1. Llagas Creek Bridge 37C-566 at Rucker Avenue
2. Los Gatos Creek Bridge 37C-584 at Wright Station Road

The superstructure and center pier of Llagas Creek Bridge were removed under an emergency contract to prevent obstruction and subsequent flooding of the creek. Rucker Avenue is presently closed at the creek and traffic has been detoured on adjacent roads.

The end span and abutment of the Los Gatos Creek Bridge were also severely damaged during the storm and have been temporarily supported and load tested by County maintenance forces. The bridge is presently posted for a 10 ton load limit.

On May 9, 1986 these bridges were inspected by Federal Emergency Management Administration (FEMA) representatives who determined that the structures were eligible to receive emergency funds for replacement and modification.

CONSEQUENCES OF NEGATIVE ACTION:

The plans, specifications and estimates (PSE) would have to be prepared in house. This would increase the workload of existing staff resulting in schedule delays on other projects.

STEPS FOLLOWING APPROVAL:

• Staff will prepare an Invitation for Consideration and Solicit a request for proposals for consulting services for replacement and modification of the two (2) County bridges.

SAB:JHW:es

cc: RMS



INVITATION FOR CONSIDERATION OF PROFESSIONAL CONSULTING SERVICES FOR
THE REPLACEMENT AND MODIFICATION OF TWO (2) BRIDGE STRUCTURES
ON THE COUNTY ROAD SYSTEM

GENERAL:

The Santa Clara County Transportation Agency desires to engage a professional consulting firm for the services more specifically described in the attached project scope.

In general, the Consultant will be expected to provide complete, professional, high-quality services and products; to consult County Transportation Agency personnel and others who are involved with the project; and to provide advice and assistance in accomplishing the work.

CONSULTANT MINIMUM QUALIFICATIONS:

1. The Consultant will have a minimum of 5 years experience in the field of Bridge Engineering.

2. The Consultant shall have sufficient experienced staff possessing comprehensive knowledge of Bridge Engineering, who will be assigned to manage tasks and to coordinate their work with the Transportation Agency staff and other involved Agencies.

3. The Consultant shall possess knowledge of regulations and codes and shall be familiar with local conditions relating to highway and bridge design in Santa Clara County.

4. When a project requires multiple disciplines the Consultant is required to list the individuals who will be assigned to the project and total person-hours; and degree of commitment. (The individuals assigned to the project will be an important factor considered by the selection committee).

5. The Consultant shall comply with federal, state and local regulations concerning equal employment opportunity requirements and take affirmative action to ensure equal employment opportunity as required.

DISADVANTAGED AND WOMEN OWNED BUSINESS:

The Policy on Utilization of Disadvantaged/Women Business Enterprises (D/WBE, formerly MBE) adopted by the Board of Supervisors on October 16, 1978, requires that D/MBE be provided the maximum practicable opportunity to compete for all contracts for consulting, construction services and purchase of supplies and equipment issued by the County/District. This policy is applicable to all projects. Federal definitions will apply.

In keeping with this Policy, a minimum of 8% of the dollar value of the contract is expected to be accomplished by D/WBE. All firms must be certified by the Santa Clara County Transportation Agency Affirmative Action section prior to credit being given towards the goal.

ORIGINAL

JUN 17 1986

Definitions:

1. Qualified D/WBE. A small business concern which is owned and controlled by one or more socially disadvantaged persons, as defined by 49CFR23, Subpart D; or a small business concern owned and controlled by a woman, as defined by 49CFR23.

2. Small Business Concern. An enterprise which is independently owned and operated and which is not dominant in its field of operation and which further meets the criteria established by the Small Business Administration as set forth in Section 3 of the Small Business Act (15 USCA 3632) and the implementing regulations (13 CFR 121).

3. Socially Disadvantaged Individuals. Those who have been subjected to racial or ethnic prejudice or cultural bias because of their identity as a member of a group without regard to their individual qualities.

4. Economically Disadvantaged Individuals. Those socially disadvantaged individuals whose ability to compete in the free enterprise system has been impaired due to diminished capital and credit opportunities as compared to others in the same business area who are not socially disadvantaged. In determining the degree of diminished credit and capital opportunities, the Agency shall consider, among other factors, the assets and net worth of such socially disadvantaged individuals.

5. Owned and Controlled. A small business concern whose management and daily business operations are controlled by disadvantaged persons or women and which is:

- a. Sole proprietorship legitimately owned by an individual who is a disadvantaged person or woman;
- b. Partnership or joint venture in which at least 51% of the beneficial ownership interest legitimately is held by disadvantaged persons or women; or
- c. Corporation or other entity, including a publicly owned business in which at least 51% of the beneficial ownership interest (i.e. stock) legitimately are held and owned by disadvantaged persons or women.

6. Groups Defined as Socially/Economically Disadvantaged:

- a. "Black American," which includes persons having origins in any of the Black racial groups of Africa;
- b. "Hispanic Americans," which includes persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- c. "Native American," which includes persons whose origins are from India, Pakistan, and Bangladesh.

Any problems encountered in contracting certified disadvantaged or women-owned firms should be brought to the attention of the Transportation Agency Affirmative Action Officer, (408) 299-2884.

METHOD OF SELECTION

A. The method of selection will be in accordance with the policy statement approved by the Board of Supervisors on June 17, 1975, as amended on July 8, 1980. Copies are available at the Office of the Director of the Transportation Agency.

B. In general, the County's policy requires the County Executive and the Director of the Transportation Agency to appoint a review board of qualified, professional people to interview those consulting firms which, in the opinion of the review board, appear to have the desirable qualifications. Professional societies are asked to cooperate in furnishing unbiased qualified personnel for supplementing the review board. Where the fee is in the \$10,000 to \$50,000 range, qualified staff personnel may be members of the review board.

C. The names of review board members are not revealed prior to the interviews. The individual or composite rating by board members will not be revealed.

D. Usually, members of the review board review the submittals and meet, as necessary, to determine those candidates to be invited for oral interview. 45 minutes will be allowed for the oral interview, questions and answers.

E. Negotiations of the contract, the detailed scope of work and the fee are not within the purview of the review board.

F. When the review board has completed its work, applicants are advised of the number one selection of the review board. After the interviews have been completed, should an applicant desire, an interview will be arranged with staff of the Transportation Agency to answer questions concerning the applicant's presentation to the review board.

G. Once the number one selection is known, a contract is negotiated for the extent of services to be rendered and for the method of compensation. If agreement is not reached, negotiations then are opened with the second choice of the review board. When agreement is reached with the Consultant and submitted to the Santa Clara County Board for approval and execution. Generally, negotiations which do not produce agreement within 15 days after commencement are terminated unless extended by mutual agreement.

INFORMATION TO BE SUBMITTED

Offers should be typed; should be as brief as possible, and should not include any unnecessary promotional material.

For ease of handling, it is requested that standard 8-1/2" X 11" paper be used with the simplest possible method of fastening (except that paper clips shall not be used), considering the size of the proposal.

Persons or firms wishing to respond to this invitation must supply the minimum number of copies set forth in the transmittal letter by the date and time requested. The nature and form of response is at the discretion of those responding but shall include the minimum information next listed. Additional information submitted after the formal closing date and time will not be considered.

PROPOSAL FORMAT

To facilitate comparisons during evaluation, the following information shall be listed in the order shown and shall appear at the front of all proposals submitted:

1. Date.
2. Legal name of firm.
3. Year the firm was established.
4. Firm address.
5. Telephone number.
6. Type of service your firm is particularly qualified to perform. Generally describe the scope of services provided by your firm without the use of outside consultants.
7. Names of principals, their professional qualifications and registration numbers with number of years as such applicable to this project.
8. Names of associates, their professional qualifications and registration numbers with number of years as such applicable to this project.
9. Names of key personnel for both the prime consultant and subconsultants, their professional qualifications, registration numbers, experience and training applicable to this project.
10. Type of organization of firm (partnership, corporation, etc.), its current size and how the size has varied the last five years.
11. Names, addresses, telephone numbers and background qualifications of subconsultants proposed to be used.
12. Describe the scope of services usually provided by the subconsultants.
13. Representative listing of projects completed in the past five years for the prime consultant. Indicate specific relationship if other than principal firm. Indicate construction costs for each project. Give a brief statement of the adherence to the schedule, budget and construction estimate for each project.
14. Representative listing of projects completed in the past five years by the subconsultants.
15. A rough estimate, by name of individual, of the amount of time that will be devoted to the project for all key senior staff of both prime consultant and all subconsultants.
16. Listing of any awards or honors given to the individuals in the firm or to projects done by the firm.
17. Names of the Principal, and the Resident Project Manager in charge of the project and the County's contact throughout the project.
18. Other information that might aid the review board in ascertaining your qualifications.
19. Name, address and phone number of the person to whom correspondence would be directed.
20. Listing of any lawsuit, litigation and/or result of the suit which has followed the completion of any job undertaken by the firm, and by its subconsultants which is still pending or has occurred on projects of a similar nature within the past 5 years.

PROPOSAL

1. General Qualifications - This section should include a brief summary of the consultant's and subconsultant's overall organization, areas of practice, stability and quality assurance program.
2. Project Qualifications - a brief description of the consultant's qualifications for the project and previous experience on similar or related engagements. Descriptions of pertinent experiences should include a summary of work performed, the period over which the work was completed, and the name and phone number of a client to be contacted as a reference.
3. Project Understanding - A demonstration of the consultant's understanding of the proposed project.
4. Technical Approach - A description of the consultant's technical work plan for the project. This description should include:
 - A brief narrative of the technical approach to be followed.
 - A detailed work program outlining the proposed work steps for each of the major project tasks discussed in the Scope of Work section.
 - When a project has multiple disciplines prepare an estimate of consultant staff person-days for each of the major tasks and all other proposed tasks.
 - A time schedule indicating start and completion dates for each of the major project tasks. The schedule should emphasize the steps the consultant intends to take to complete according to the required schedule.

BACKGROUND/DESCRIPTION OF PROJECT

The existing bridges to be replaced and modified are briefly described as follows:

Llagas Creek Bridge 37C-566

Rucker Avenue

The existing bridge consisted of a two-span reinforced concrete through girder bridge about 106 feet long by 20 feet wide. The bridge was destroyed during the February - March 1986 storms. The superstructure and center pier were removed to prevent obstruction of the creek. Rucker Avenue is presently closed at the crossing. Attached is a map showing the location of the bridge. The proposed replacement to bridge is anticipated to include a 3 or 4 span reinforced concrete structure about 140 feet long by 34 feet wide between concrete barrier railings. The current estimated construction cost is \$450,000. A portion of the total cost of the project will be reimbursed by the Federal Emergency Management Administration (FEMA).

Los Gatos Creek Bridge 37C-58d

Wright Station Road

The existing bridge consists of a 4 span reinforced concrete girder (2) structure about 128 feet long by 16 feet wide. The end span and abutment were severely damaged during the February-March 1986 storms. The abutment footing has been temporarily supported and load tested by County maintenance forces. Attached is a map showing the location of the bridge. The bridge is presently posted for a 10 ton load limit. The proposed modification is anticipated to include replacement of the end span and abutment. The current estimated construction cost is \$200,000.

SCOPE OF SERVICES AND TECHNICAL REQUIREMENTS

1. Preparation of a complete set of plans, technical specifications and quantity/costs estimates.
2. Preparation of a geotechnical report for each bridge.
3. Preparation of a hydraulic report assessing the hydraulic requirements of the Llagas Creek bridge at Rusker Avenue.
4. No additional Right-of-Way acquisition is anticipated. A categorical exempt environmental assessment has been approved for the project.
5. Structure design will be based on current AASHTO Bridge Design Specifications. Load Factor Design Method and Criteria shall be used.
6. Plans will be prepared according to SCCTA Standard Plan Format and using Caltrans current Standard Plans.
7. Technical specifications will be prepared based on current SCCTA/Caltrans Standard Specifications and where applicable, the Standard Special Provisions. Caltrans Test Method are to be specified.
8. All reports, plans, specifications, and estimates are to be submitted to SCCTA for review. The plan review and approval process shall be as follows:

The Consultant shall prepare a General Plan for each location for reviews and approval. The Consultant shall allow one month for the review. Upon approval of the General Plans, design work may commence. When the plans are 90% complete, the Consultant shall submit 4 sets of plans, a complete set of draft technical specifications and estimate to SCCTA for review. Two months should be allowed for this review. Upon approval of the plans, specifications and estimates, the Consultant shall prepare and submit final reproducible, checked plans signed by a Civil Engineer registered in the State of California, specifications, and estimates. It is anticipated that final PS&E will be required to be completed and delivered to SCCTA by March 1, 1987.

9. The Consultant shall review all contract change orders required during construction and shop drawings submitted by the Contractor.
10. The amount of material, information and services provided by SCCTA will be negotiated with the selected Consultant and is anticipated to include the following:
 - o The Structure Section of Project Design will be assigned project coordination and management responsibilities.
 - o Site plans, aerial photography, topography, road alignment, surveying, as-built plans, SCCTA Standard drawings vellom including title sheet.
 - o Assemble and prepare final contract PS&E bid documents, advertise the project for construction, administer construction and obtain all permits.

TENTATIVE PROJECT SCHEDULE

Board of Supervisors Authorization for Proposal	June 1986
Interviews	August 1986
Start Engineering Services	September 1986
General Plan Submittal	October 1986
SCCTA Review/Approval	November 1986
90 Percent PS&E Submittal	January 1987
SCCTA Review/Approval	February 1987
Final PS&E Submittal	March 1987
Advertise for Construction	May 1987
Award Contract	June 1988
Complete Construction	January 1988

JHW:SMC:es:wt

WPYH02/10/30/97

California

TRANSMITTAL MEMORANDUM

Prepared by JHH, EE, RMS

Page 1 of 2

S.D. All

Reviewed by RMS

Submitted by RMS

APPROVED: DIRECTOR *lm*

DATE: January 30, 1986

ROADS General

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____

COUNTY BOARD OF SUPERVISORS: Agenda Date February 11, 1986 Item No. _____

TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: R. M. Shields, Transportation Agency

SUBJECT: REBATE PRESENTATION TO THE COUNTY FROM THE PACIFIC GAS & ELECTRIC COMPANY FOR PARTICIPATION IN THEIR ENERGY MANAGEMENT INCENTIVES PROGRAM

RECOMMENDED ACTION:

Accept the rebate check from Mark Randazzo, Energy Management Engineer for Pacific Gas & Electric company as a result of the County's Participation in PG&E's Energy Management Incentives Program.

FISCAL IMPLICATION:

The Pacific Gas & Electric Company has an Energy Management Incentives Program that offers a \$72 per lamp rebate for each street light converted to a sodium lamp for which the company provides power. The rebate check from PG&E to the County amounts to \$67,896 and should be deposited in the County Road Fund.

REASONS FOR RECOMMENDATION:

The existing mercury vapor lighting fixtures on County roads are being replaced with sodium vapor lighting fixtures by County forces. All of the required fixtures have been acquired and are being installed in lieu of the normal routine relamping and preventative maintenance; and as a result, Pacific Gas & Electric Company has elected to provide the rebate at this time.

ACCEPTED BY THE BOARD OF SUPERVISORS

OF SANTA CLARA COUNTY *2/11/86*

DONALD M. RAINS, Clerk of the Board

BY *Estelle K. ...*

Deputy Clerk

2/26/86 epk

cc: 1 copy sent to Transportation.

DATE: January 30, 1986

COUNTY BOARD OF SUPERVISORS AGENDA DATE: February 11, 1986

TRANSIT DISTRICT BOARD AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: REBATE PRESENTATION TO THE COUNTY FROM THE PACIFIC GAS & ELECTRIC
COMPANY FOR PARTICIPATION IN THEIR ENERGY MANAGEMENT INCENTIVES
PROGRAM

BACKGROUND:

Staff has considered a conversion program of this nature for several years. Based on estimated savings of energy costs in converting from mercury vapor to high pressure sodium, and with the rebates offered through the Energy Management Incentives Program by PG&E, it was proposed that the County actively pursue the conversion program. On April 16, 1985, the Board of Supervisors approved a request to appropriate \$260,000 from the Road Fund for the direct purchase of 1325 high pressure sodium lamps and fixtures for this purpose.

An application has been filed by the County with PG&E for participation in the Energy Management Incentives Program. County Transportation Agency staff forwarded the approved Resolution and invoices for the required high sodium lamps and fixtures to PG&E. This material completed the documentation required for processing of the County application for rebate payment under the Energy Management Incentives Program.

The County Lighting and Signal Systems Center is now in the process of doing routine relamping and preventative maintenance on all County highway lighting facilities. The high pressure sodium lamps and fixtures are being installed in conjunction with the routine maintenance program and is approximately 30% complete at this time.

The highway lighting conversion is the culmination of efforts by PG&E offering the Incentive Program, the Board of Supervisors agreeing to participate in the program and approving funding, County Purchasing obtaining the fixtures at an excellent price and delivery period, and the ISSC's efforts in installing the units at a rate equal to or greater than normal re-lamping. The conversion will result in on-going reduced costs to the Road Fund and reduced continuing energy delivery demands to PG&E.

STEPS FOLLOWING APPROVAL:

The rebate check should be placed in the County Road Fund by the Controller to partially offset the original investment in the new lamps and fixtures.

RMS:db

memorandum



TO	ESTELLE / CLERK OF THE BOARD	FROM	RAUL NAVAR / GSA	
SUBJECT	P G & E REBATE		DATE	FEB-18-1986

* Attached copy of check
from P G & E in the amount of \$67,896.00
Reference Item (11) from February -11-1986

thps


x 3242

NO. 5093961

WELLS FARGO BANK, N.A.
464 CALIFORNIA STREET
SAN FRANCISCO, CA 94163

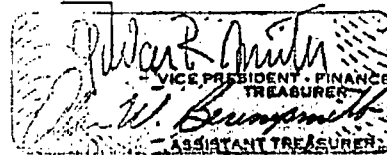
DATE DECEMBER 19 1985

11-24
1210

PAY \$*****67,896.00

TO THE ORDER OF

-COUNTY OF SANTA CLARA
GEN SVCS AGENCY
1555 BERGER DR
BLDG 3
SAN JOSE CA 95112



"# 509396 1" T: 21000248:000 1 078633"

STATEMENT OF ACCOUNT DEC 19 1985

PAYEE WILL DETACH AND KEEP THIS STATEMENT
PACIFIC GAS AND ELECTRIC COMPANY
77 BEALE ST SAN FRANCISCO CA 94106

VOUCHER NO. 5093961

VENDOR'S ACCT. NO.	VENDOR'S INVOICE NO.		DATE OF INV		CASH DISC.	AMOUNT PAID
493225	1211	462546	1211			67,896.00 67,896.00

original
document is
with 7D-12
of 3/11/86 agenda

RESOLUTION

OF THE COUNTY OF SANTA CLARA AND THE
SANTA CLARA COUNTY TRANSIT DISTRICT
BOARDS OF SUPERVISORS ASSURING THEIR
COMMITMENT TO THE COMPLETION OF THE
GUADALUPE CORRIDOR LIGHT RAIL TRANSIT
PROJECT AS PLANNED WITHOUT DEGRADATION
DUE TO ADJACENT HIGHWAY IMPROVEMENTS

Whereas;

The Guadalupe Corridor Project is underway with an established configuration approved by the Urban Mass Transportation Administration ("UMTA"), the Santa Clara County Transit District, the City of San Jose, the City of Santa Clara and the State of California ("CalTrans") which configuration has milestones scheduled for completion of construction and initiation of operations; and,

Whereas;

Santa Clara County voters at the election held on November 6, 1984 have established the Santa Clara County Traffic Authority which is charged with the authority to design and implement the construction of certain designated highway facilities within this County which, in part, will be contiguous to and cross over the Guadalupe Corridor light rail facilities; and,

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cyg
MAR 11 1986

Whereas;

The Santa Clara County Transit District desires to maintain the Guadalupe Corridor Light Rail Transit Facility configuration and schedule of operation; and,

Whereas;

The development of the Guadalupe Corridor Light Rail Transit System is in part financed through grants of the Urban Mass Transportation Administration, which has expressed concern that the implementation of certain Santa Clara County Traffic Authority highway facilities could detrimentally impact the schedule for development and the character of operation of the Guadalupe Corridor Light Rail Transit System;

NOW, THEREFORE, BE IT RESOLVED THAT:

The County of Santa Clara and the Santa Clara County Transit District Boards of Supervisors assure that the Guadalupe Corridor light rail transit facilities and operations will be implemented without degradation of configuration or of performance; that the Santa Clara County Traffic Authority (a separate and independent legal entity) will be ^{requested} ~~enjoined~~ to develop designs, procedures, and facilities under its control which, when implemented, will achieve the intent of this resolution; and,

BE IT FURTHER RESOLVED THAT:

The Santa Clara County Transit District Board of Supervisors will provide the direction, monitoring, and appropriations necessary to insure the maintenance of the approved Guadalupe Corridor Light Rail facility configuration and established implementation schedules.


Passed and adopted by the Boards of Supervisors of the County of Santa Clara, State of California and the Santa Clara County Transit District as of MAR 11 1986 by the following vote:

Ayes: Supervisors ~~Diridon~~, LEGAN, LOFGREN, MCKENNA, WILSON
 Naes: Supervisors NONE
 Absent: Supervisor Rod Diridon

By Susanne Wilson
Chairperson, County Board of Supervisors

ATTEST: Donald M. Reine, Clerk
Board of Supervisors

SANTA CLARA COUNTY TRANSIT DISTRICT

By 
Chairperson, Transit District Board of
Supervisors

Approved as to Form and Legality:

Deputy County Counsel

California



TRANSMITTAL MEMORANDUM

Prepared by Bachman *TJB*Page 1 of 4

S.D. _____

Reviewed by Montini

Submitted by Reading

DATE: March 4, 1986

APPROVED: DIRECTOR *JR*

TRANSIT DISTRICT BOARD: Agenda Date 11 March 1986 Item No. _____
COUNTY BOARD OF SUPERVISORS: Agenda Date _____ Item No. _____
TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: James E. Reading, Director, SCCTA

*Original documents
with TD-12 3/11/86*SUBJECT: GUADALUPE CORRIDOR FULL FUNDING GRANT AGREEMENT AMENDMENT
APPLICATIONRECOMMENDED ACTION:

1. It is recommended that the SCCTD Board of Supervisors approve the attached application letter for an amendment to the Guadalupe Corridor LRT Project Full Funding Grant Agreement between UMTA and SCCTD which requests inclusion in the scope of the Full Funding Grant Agreement (FFGA) elements of the SP Undercrossing, three south line grade separations, and the realignment to the Auzerais/Prevost area of the LRT trackage and authorize the Assistant Executive Officer to provide additional information as necessary.
2. It is recommended that the County Board of Supervisors and SCCTD Board of Supervisors approve the attached resolution that all Board of Supervisors actions, directions, and commitments necessary to assure that any future implementation of Measure A facilities will not degrade the Guadalupe Corridor LRT facilities, performance or schedule.

FISCAL IMPLICATIONS:

The undercrossing projects are estimated at \$12.25 million. Approval of this amendment by UMTA will allow consideration of the costs of this portion of the project to be eligible for UMTA funding. UMTA funding would be available only to the degree that cost savings are available from the other light rail facilities construction projects. There is no reason to believe that there will be additional funding available above already set grant amounts. The balance of the project will be a local responsibility.

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MAR 11 1986

DATE: March 4, 1986

TRANSIT DISTRICT BOARD AGENDA DATE: 11 March 1986

COUNTY BOARD OF SUPERVISORS AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: GUADALUPE CORRIDOR FULL FUNDING GRANT AGREEMENT AMENDMENT APPLICATIONREASONS FOR RECOMMENDATION:

Costs for the elements now included in the FFGA scope are projected to be less in aggregate than the present FFGA budget line items for construction. Present scope does not include the SP Undercrossing, the three south line grade separations or the Auzerais/Prevost realignment.

Discussions with UMTA Region IX revealed the requirement that the amendment application must include assurance by the applicable policy boards that no degradation of the Guadalupe Corridor facilities, performance, or schedule would result from possible future implementation of Measure A designs.

BACKGROUND:

On June 22, 1984, the SCCTD and UMTA entered into a Full Funding Grant Agreement for the construction of the Guadalupe Corridor LRT and Transit Mall Projects. The improvements described in the FFGA scope at that time reflected the nature of the undertaking envisioned at the conclusion of the Preliminary Engineering stage for project development. During the ensuing twenty months, the planning and design of the Undertaking has matured to the extent that it is now appropriate to amend the scope description of the LRT element to include features to be constructed which were not originally encompassed, and which would not be currently eligible for UMTA reimbursement.

Specifically, the amendment application requests that the UMTA Project portion of the LRT scope be expanded to include:

- A. The grade separated crossing of the LRT line at the Bassett Street Southern Pacific Railroad intersection;
- B. The LRT participation in the three additional expressway grade separations at Capitol Expressway, Chynoweth Avenue, and Blossom Hill Road; and
- C. The change in LRT alignment to serve the San Jose High Technology Museum at Prevost Street.



DATE: March 4, 1986

TRANSIT DISTRICT BOARD AGENDA DATE: 11 March 1986

COUNTY BOARD OF SUPERVISORS AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: GUADALUPE CORRIDOR FULL FUNDING GRANT AGREEMENT AMENDMENT APPLICATIONBACKGROUND: (cont.)

It is intended that the above listed features are to be constructed within the approved Undertaking Budget. No increase in Federal obligation beyond that defined in the existing Full Funding Grant Agreement is requested. Further, the District would be obligated to complete the improvements defined in the scope, as amended, and agree that claim will not be made under FFGA Section 8. Extraordinary costs for additional UMTA assistance except to the extent that legitimate extraordinary costs exceed the costs of the above additions to the FFGA scope.

The additional incremental costs of these scope changes is estimated as follows:

<u>Item</u>	<u>Incremental Cost</u>
A. SPRR grade separation	\$ 7,000,000
B. Three south line grade separations	5,253,000
C. Prevost realignment	<u>-0-</u>
Total -	\$12,253,000

These estimates and the cost sharing arrangement with CalTrans for the expressway elements are under review. More authoritative estimates will be available prior to the March 11 agenda date.

The SPRR grade separation and three south line grade separations are scope changes already endorsed by the Joint Powers Board and Transit District Board of Supervisors. Thus, the District will incur the incremental additional cost whether or not the FFGA is amended.

The Prevost realignment will not involve any additional cost to the project, and will likely result in a cost reduction.



DATE: March 4, 1986

TRANSIT DISTRICT BOARD AGENDA DATE: 11 March 1986

COUNTY BOARD OF SUPERVISORS AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: GUADALUPE CORRIDOR FULL FUNDING GRANT AGREEMENT AMENDMENT APPLICATIONBACKGROUND: (cont.)

The LRT project schedule indicates contract award for the segment containing the SPRR grade separation, as a critical path item in early May 1986. In order for the incremental expense for the grade separation to be eligible for UMTA reimbursement, the FFGA amendment must be approved prior to the award. UMTA staff has indicated that the amendment request must be processed as soon as possible in order to meet that date.

UMTA requirements for consideration of the FFGA Amendment application include a policy statement by the responsible board assuring no degradation of the LRT facilities, performance, or schedule would occur, and detailed data on the impacts on cost, schedule, environment and performance resulting from any changes to the FFGA project description.

CONSEQUENCES OF NEGATIVE ACTION:

Opportunity to include elements in the FFGA scope which are now considered total local cost responsibilities would be lost.

STEPS FOLLOWING APPROVAL:

Amendment Application will be submitted to UMTA with all appropriate and requested data.

Santa Clara County Traffic Authority Board and Joint Powers Board will be requested to take similar appropriate action.

cc: G. Smith L. Montini
K. Dewell S. Bruce
R. Graham R. Thayer
C. Yee D. Bachman





MEMBERS OF THE BOARD
SUSANNE WILSON
ZOE LOFGREN
THOMAS L. LEGAN
ROD DIRIDON
DIANNE MCKENNA

**BOARD OF SUPERVISORS
SANTA CLARA COUNTY
TRANSIT DISTRICT**

COUNTY GOVERNMENT CENTER / EAST WING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / (408) 299-2323

DONALD M. RAINS
CLERK/BOARD OF SUPERVISORS
TELEPHONE (408) 299-4321

February 26, 1986

Ms. Brigid Hynes-Cherin
UMTA Region IX
211 Main Street, Room 1160
San Francisco, CA 94105

Subject: GUADALUPE CORRIDOR PROJECT - FULL FUNDING GRANT
AGREEMENT AMENDMENT PROPOSAL

Dear Ms. Hynes-Cherin:

The Full Funding Grant Agreement for the Santa Clara County Transit Agency Guadalupe Corridor Project and City of San Jose Transit Mall Project is requested to be amended by minor scope changes. Transit District Board ratification of this proposal occurred March 11, 1986.

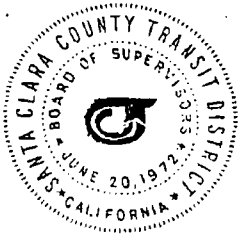
It is requested that the UMTA Project portion of the Full Funding Grant Agreement Scope be revised to include:

- A. A grade separation structure at the Bassett Street light rail transit crossing with Southern Pacific Railroad;
- B. The light rail transit project share of the costs of grade separating the Guadalupe Corridor Expressway/LRT improvements at the Capitol Expressway, Chynoweth Avenue, and Blossom Hill Road intersections; and
- C. A change in LRT alignment to serve the San Jose High Technology Museum and Children's Discovery Center in the redevelopment area at Prevost Street.

It is the Transit District's intention that these improvements be allowed under the FFCA within the approved grant budget. No increase in the amount of Federal financial obligation beyond that defined in the agreement is requested. Further, the District recognizes its obligation to complete the Undertaking, as amended. The SCCTD agrees that claim will not be made for

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MAR 11 1986



Ms. Brigid Hynes-Cherin

Page 2

February 25, 1986

additional UMTA assistance under Section 8 Extraordinary Costs except to the extent that legitimate extraordinary costs exceed the combined value of the above additions.

The grade separation improvements will provide significant operating and safety enhancements to the light rail system, and as a result increase the transit benefits to the residents of Santa Clara County. The Prevost realignment will allow the light rail system to service a major new attraction in San Jose, which is anticipated to increase ridership and is consistent with the spirit of the Undertaking.

These additional features will help to guarantee the success of our mutual efforts and clearly should be incorporated within the official project scope.

The Santa Clara County Transit Board of Supervisors assures that no degradation of the Guadalupe Corridor project configuration or operation will be permitted to accrue from other transportation projects in Santa Clara County which are implemented simultaneous with or subsequent to the Guadalupe Corridor project.

The Assistant Executive Officer of the Transit District is authorized to provide any additional information you may require to assist in your review of this request.

Very truly yours,

Rod Diridon, Chairperson
County Transit District
Board of Supervisors

RD:DPB:cs

A RESOLUTION REGARDING THE CONVERSION OF COUNTY HIGHWAY SAFETY LIGHTING FROM MERCURY VAPOR LAMPS TO HIGH PRESSURE SODIUM LAMPS, AND THE PARTICIPATION OF THE COUNTY IN THE PACIFIC GAS & ELECTRIC COMPANY ENERGY MANAGEMENT INCENTIVES PROGRAM

WHEREAS, the California Utilities Commission had authorized funding for an Energy Management Incentive Program, and


WHEREAS, Pacific Gas & Electric Company (PG&E) has allocated budgeted funds for Energy Management Incentives including the upgrading of customer-owned street and highway lighting, and

WHEREAS, conversion of safety lighting owned by the County of Santa Clara to more efficient lighting qualifies for the incentive program and will result in lower energy costs.

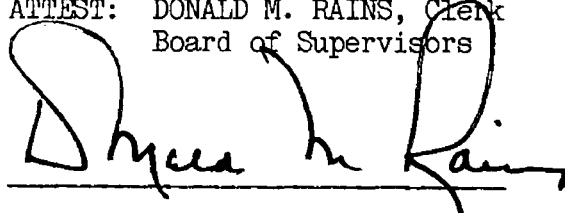
NOW, THEREFORE, IT IS HEREBY RESOLVED that the County of Santa Clara directs its Road Commissioner to develop a project description, purchase necessary material, arrange for construction forces and apply for the PG&E Incentive Rebates.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on OCT 8 1985 by the following roll call vote:


AYES: Supervisors ~~DIVIDON~~, LEGAN, LOFGREN, MCKENNA, WILSON
NOES: Supervisors ~~NONE~~
ABSENT: Supervisors ~~DIVIDON~~


T. L. LEGAN, Chairperson of the
Board of Supervisors
Chairperson, pro tempore

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



APPROVED AS TO FORM AND LEGALITY:


Herbert L. Keaton, Deputy County Counsel

County of Santa Clara
California

October 16, 1985

Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

Pacific Gas and Electric
77 Beale Street
San Francisco, CA. 94106

Attention: Joseph J. Speer

Subject: Resolution regarding the conversion of County highway safety
lighting from mercury vapor ~~in~~ lamps to high pressure sodium
lamps

Enclosed you will find one fully executed copy/~~copies~~
of the subject ~~agreement/contract/lease~~ between the
County of Santa Clara and the party named above. The
Board of Supervisors at its regularly scheduled meeting on
October 8, 1985, approved this ~~agreement/contract/~~
~~lease~~ on behalf of the County.

The enclosed is for your records.

Very truly yours,

BOARD OF SUPERVISORS
DONALD M. RAINS, CLERK


Deputy Clerk

DMR:sla

Enclosures

TA 2
County of Santa Clara
California

TRANSMITTAL MEMORANDUM

Prepared by EY
Reviewed by RBP
Submitted by RMS
APPROVED: DIRECTOR *Im*

Page 1 of 2

S.D. All

DATE: September 13, 1985

TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____
COUNTY BOARD OF SUPERVISORS: Agenda Date October 1, 1985 Item No. _____
TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

R FROM: R. M. Shields, Transportation Agency

SUBJECT: A RESOLUTION REGARDING THE CONVERSION OF COUNTY HIGHWAY SAFETY
LIGHTING FROM MERCURY VAPOR LAMPS TO HIGH SODIUM LAMPS, AND THE
PARTICIPATION OF THE COUNTY IN THE PACIFIC GAS & ELECTRIC COMPANY
ENERGY MANAGEMENT INCENTIVES PROGRAM

RECOMMENDED ACTION:

Approve the Resolution regarding the conversion of County highway safety lighting from mercury vapor lamps to high pressure sodium lamps, and the participation of the County in the Pacific Gas & Electric Company Energy Management Incentives Program.

FISCAL IMPLICATION:

Funds have already been appropriated, in the amount of \$260,000 from the Road Fund Balance, for the direct purchase of 1325 high pressure sodium lamps and fixtures. Through the Energy Management Incentives Program, there will be a rebate from PG&E of \$72 per lamp for each of the units for which the company provides power. The reduction in electrical energy costs by converting to high pressure sodium will be approximately \$4 per lamp per month. The \$260,000 initial expenditure will be recovered in approximately 3 1/2 years with the reduced expenditure continuing.

County staff will perform the work necessary for replacing the lamps and fixtures, as part of the routine relamping and preventive maintenance schedules.

REASONS FOR RECOMMENDATION:

The County has submitted its application to PG&E for the above-mentioned rebate. PG&E has requested the attached Resolution as a condition for completing the processing of the application for payment.

DATE: September 13, 1985

COUNTY BOARD OF SUPERVISORS AGENDA DATE:

TRANSIT DISTRICT BOARD AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: A RESOLUTION REGARDING THE CONVERSION OF COUNTY HIGHWAY SAFETY LIGHTING FROM MERCURY VAPOR LAMPS TO HIGH SODIUM LAMPS, AND THE PARTICIPATION OF THE COUNTY IN THE PACIFIC GAS & ELECTRIC COMPANY ENERGY MANAGEMENT INCENTIVES PROGRAM

BACKGROUND:

Staff has considered a conversion program of this nature for several years. Based on estimated savings of energy costs in converting from mercury vapor to high pressure sodium, and with the rebates offered through the Energy Management Incentives Program by PG&E, it was proposed that the County actively pursue the conversion program. On April 16, 1985, the Board of Supervisors approved a request to appropriate \$260,000 from the Road Fund for the direct purchase of 1325 high pressure sodium lamps and fixtures for this purpose.

An application has been filed by the County with PG&E for participation in the Energy Management Incentives Program.

CONSEQUENCES OF NEGATIVE ACTION:

The County will be ineligible to receive the rebate payment, \$72 per lamp, which is available through PG&E under the Energy Management Incentives Program.

STEPS FOLLOWING APPROVAL:

County Transportation Agency staff will forward the approved resolution and invoices for the required high pressure sodium lamps and fixtures to PG&E. This material will complete the documentation required for processing of the County application for rebate payment under the Energy Management Incentives Program.

RMS:db
cc: SAB
EE/RBP



County of Santa Clara
California

Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Dianne McKenna, District 5

ROADS General

P E R M I T

The Board of Supervisors of the County of Santa Clara
herewith approves the application of the New Almaden Community
Club, Inc. for the holding of a parade to be held September 7,
1985, beginning at Almaden Road at Bertram Road and proceeding
along Almaden and Los Alamitos Roads on a circuitous route to
the point of beginning.

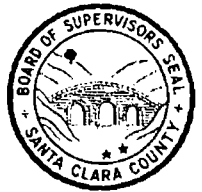
APPROVED BY THE BOARD OF SUPERVISORS
AUGUST 27, 1985

Donald M. Rains

Donald M. Rains, Clerk
Board of Supervisors

**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**

ROOM 524 / COUNTY ADMINISTRATION BUILDING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323



September 3, 1985

• **New Almaden Community Club, Inc.**
21727 Bertram Road
P. O. Box 4
New Almaden, CA. 95042

**YOUR COMMUNICATION REGARDING REQUEST FOR A PARADE PERMIT DURING NEW ALMADEN
DAYS, SCHEDULED FOR SEPTEMBER 7, 1985**

WAS PLACED ON THE BOARD'S AGENDA FOR August 27, 1985

YOUR COMMUNICATION WAS

☐ DEFERRED TO THE BOARD MEETING OF

☐ REFERRED TO

☐ FOR STUDY AND RECOMMENDATION.

☐ FOR REPORT AND FURTHER CONSIDERATION BY THE BOARD ON

☐ OTHER

REMARKS:

IT WAS THE DECISION OF THE BOARD ON **8/27/85** THAT THE **request for parade permit** BE:

☐ FILED FOR PUBLIC RECORD ☒ GRANTED ☐ DENIED ☐ ADOPTED ☐ OTHER

☐ REFERRED FOR APPROPRIATE ACTION TO:

REMARKS: **Enclosed you will find your parade permit for the New Almaden
Days.**

Donald M. Rains
CLERK/BOARD OF SUPERVISORS

BY

DEPUTY

FILE COPY

FORM 7736 REV 7/71

cc - Sheriff

memorandum

D.W.



TO	Clerk of the Board	FROM	Supervisor Susanne Wilson
SUBJECT	Parade Permit for New Almaden Days Parade	DATE	8/15/85

Please agendaize for the August 27, 1985 Board of Supervisors meeting the following:

RECOMMENDATION

5 That the Board of Supervisors approve the application of the New Almaden Community Club for the holding of a parade on September 7, 1985 beginning at Almaden Road at Bertram Road and proceeding along Almaden and Los Alamitos Roads on a circuitous route.

BACKGROUND

A request has been presented to the Board of Supervisors from the New Almaden Community Club as regards the annual parade held on Almaden Road for approximately one hour. The date for the event this year is September 9, 1985. The Transportation Department and the Sheriff's Department need approval from the Board of Supervisors prior to their approval of the event.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY *AUG 27 1985*
DONALD M. RAINS, Clerk of the Board
Shirley [Signature]
Deputy Clerk

ORIGINAL

rkp
AUG 27 1985

NEW ALMADEN COMMUNITY CLUB, INC.

21727 BERTRAM ROAD • P.O. BOX 4
NEW ALMADEN, CALIFORNIA 95042

Aug 19, 1985

Board of Supervisors
70 W. Hedding
San Jose, Calif. 95110

Honorable Susanne Wilson,

Once again the New Almaden Community Club is sponsoring New Almaden Days on Sept. 7, 1985. We are requesting a parade permit and road closure for that date.

We will close Almaden Road with sheriffs supervision at Bertram to Los Alamitos Rd. from 11:30 a.m. to 1:00 p.m.

The parade will run from Bulmore Park where Los Alamitos Rd. begins to Bertram Rd. The parade will start at 12:00 p.m. and last approximately one hour.

Once again we invite you and your colleagues to come and participate with us in this event.

Sincerely,

Kitty Monahan 21311 Almaden Rd. San Jose, Calif. 95120

We the undersigned certify to the good moral character and reputation of Kitty Monahan.

Scott Alenhan 21243 Bertram Rd S.J. 95120
C. Pantiga 21512 Almaden Rd S.J. 95120
Agnes Yuseff 21611 Almaden Rd San Jose, Ca 95120

ORIGINAL

mpg
AUG 27 1985

RESOLUTION # _____

RESOLUTION AUTHORIZING TEMPORARY CLOSURE OF UVAS ROAD,
OAK GLEN AVENUE, SYCAMORE AVENUE AND WATSONVILLE ROAD
FOR THE 1984 FIREMEN'S OLYMPICS

WHEREAS, the City of Santa Clara Firefighters are hosting the 1984 Firemen's Olympics, and

WHEREAS, their selected location for the Firemen's Olympics is on those roadways around the Uvas Reservoir, and

WHEREAS, it has been determined to be in the best interest of public safety to provide temporary road closures for certain of these Olympic events,

THEREFORE, be it resolved pursuant to the California Vehicle Code, Section 21101(e) that the following roads shall be closed as follows:

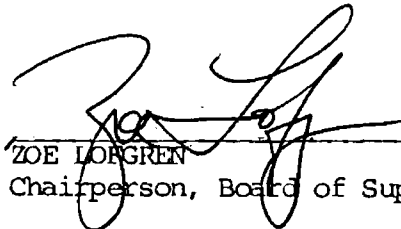
August 28, 1984, Uvas Road 9:00 a.m. to 10:00 a.m. from the Dam to a point 3 miles northerly thereof,

August 29, 1984, Uvas Road 9:00 a.m. to 10:30 a.m. from the Dam to a point 5 miles northerly thereof,

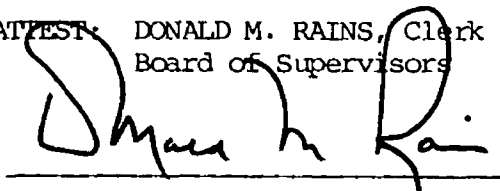
August 30, 1984 9:00 a.m. to 11:00 a.m. Uvas Road between Watsonville Road and Oak Glen Avenue, Oak Glen Avenue from Uvas Road to Sycamore Lane, Sycamore Lane from Oak Glen Avenue to Watsonville Road, Watsonville Road from Sycamore Lane to Uvas Road.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on JUL 31 1984 by the following vote:

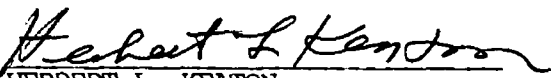
AYES:	Supervisors	DIRIDON, LEGAN, LOFGREN, MORGAN, WILSON
NOES:	Supervisors	NONE
ABSENT:	Supervisors	NONE


ZOE LOFGREN
Chairperson, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



APPROVED AS TO FORM AND LEGALITY:


HERBERT L. KEATON,
Deputy County Counsel

ORIGINAL

JUL 31 1984

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

P OBox 337, Gilroy, CA 95021
*408)842-4545



May 21, 1984

Captain Jim Solden
Santa Clara Fire Dept. Sta 1
777 Benton Street
Santa Clara, CA 95050

Dear Captain Solden:

In response to your letter dated May 7, 1984, and as discussed on the telephone with you, it does not appear in the best interest of traffic safety to continue to allow foot or bicycle races to be conducted contemporaneously with normal traffic flow on roadways contiguous to the Uvas and Chesbro reservoirs.

The increase in traffic volumes on Uvas and Oak Glen Roads coupled with the problems and complaints we received following your 1982 event have prompted us to encourage race sponsors to seek out suitable closed courses for their events or consider less congested locations such as Gilroy Hot Springs Road in the vicinity of Coyote Reservoir.

However, if other suitable locations cannot be located then we suggest you consider requesting temporary closure of the roadways you desire to use for your events from the Santa Clara County Board of Supervisors as provided by Vehicle Code Section 21101(e). We would support a road closure of this nature, provided it was of reasonable length of time and adequate fixed controls were utilized.

I trust this information will be of value to you. If you have any further questions, please do not hesitate contacting us.

Very truly yours,

A handwritten signature in cursive script, reading "John E. Law".

JOHN E. LAW, Captain
Commander
Hollister-Gilroy Area

CITY OF SANTA CLARA FIREFIGHTERS

LOCAL 1171

International Association of Firefighters (AFL-CIO, CLC)

1840 BENTON STREET
SANTA CLARA, CALIFORNIA 95050

(408) 985-1171

June 4, 1984



Mr. Rollo Parsons
Transportation Agency
Santa Clara County

Dear Mr. Parsons,

I met with Captain John Law of the California Hiway Patrol on May 21, 1984 and went over each one of the racing events that we would like to have during the Firemans Summer Olympics at the end of August. For the Triathlon on August 28th at 9 am which involves a swim, bike, and run, Capt. Law said that the road wouldn't have to be closed for the bicycling portion but that he would like to see a 3 mile stretch of Uvas Road near the dam closed during the running portion of the race. The road would be closed for about one hour during the run portion only.

The 10 mile individual time trial on August 29th at 9 am would entail closing a 5 mile section of Uvas Rd. near the Uvas dam for about an hour and a half. The 17 mile team time trial held at 3 pm on the 29th would not call for any road closures according the Capt. Law because the riders would be riding individually with traffic and would not have a turnaround point which was the reason for closing Uvas Rd. in the other two events.

The road race at 9 am on the 30th of August which will take about two hours to run will entail closing the roads into the course for that time period. According to Capt. Law, local residents would be allowed to continue to their homes or destinations after being cautioned about the riders on the roads. All roads into the course would be barricaded and someone would be at each barricade.

To summarize the closures:

August 28th, close a 3 mile section of Uvas Rd. near the dam for one hour for the running portion of the triathlon.

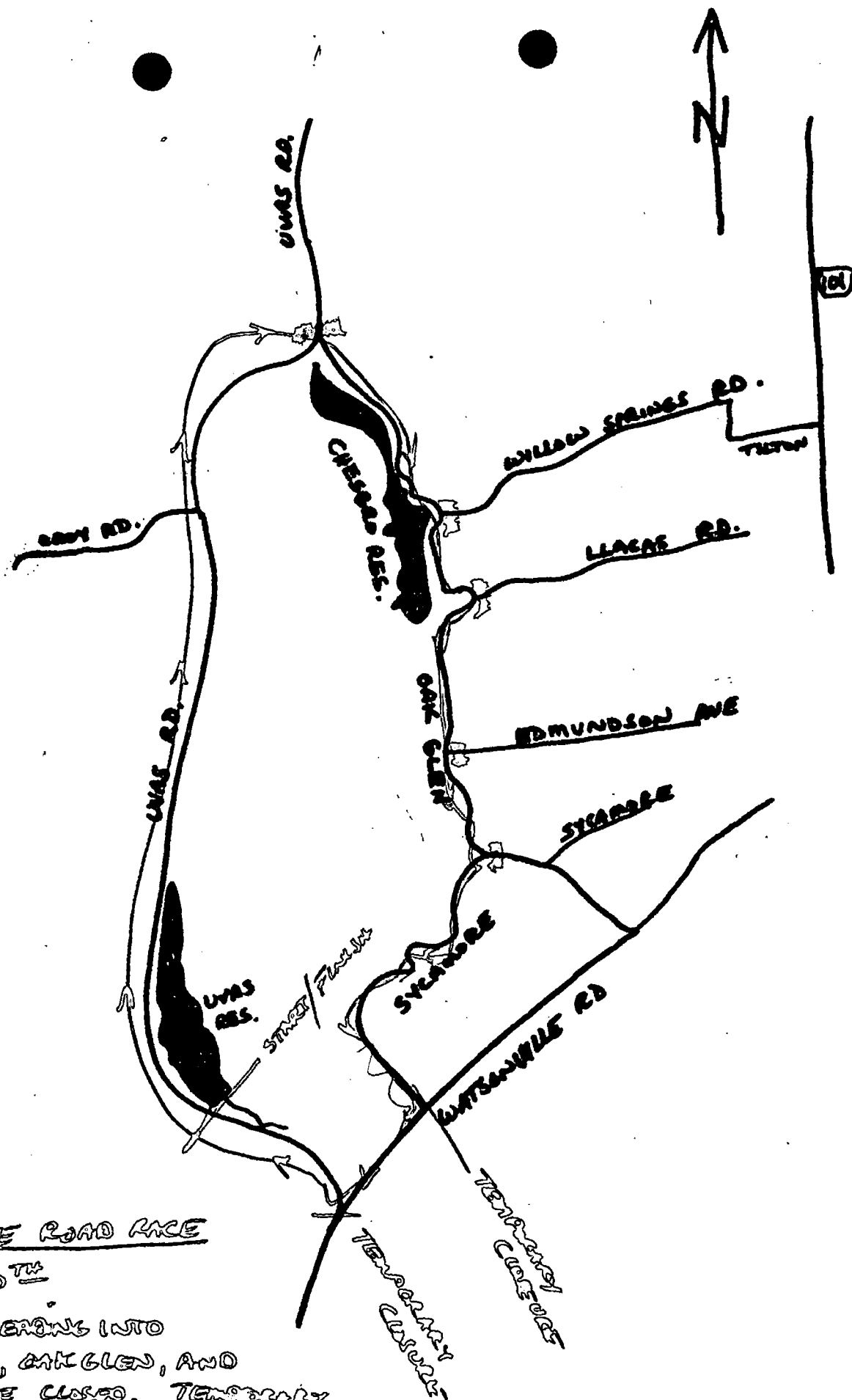
August 29th, close a 5 mile section of Uvas Rd. near the dam for an hour and a half for the 10 mile time trial.

August 30th, close the roads around Uvas and Chesbro Reservoirs for about two hours for the road race.

In all the races firefighters from the City of Santa Clara would be at the barricades to inform people why the roads were closed, how long they could expect them to be closed, and offer an alternative route. As before I have included maps of the area with the closures marked. Please let me know what other information you may need so that we can continue with our plans.

We plan to work closely with yourself and Capt. Law to make sure the events are run smoothly, safely, and on time so that the roads are opened as soon as possible after the events.

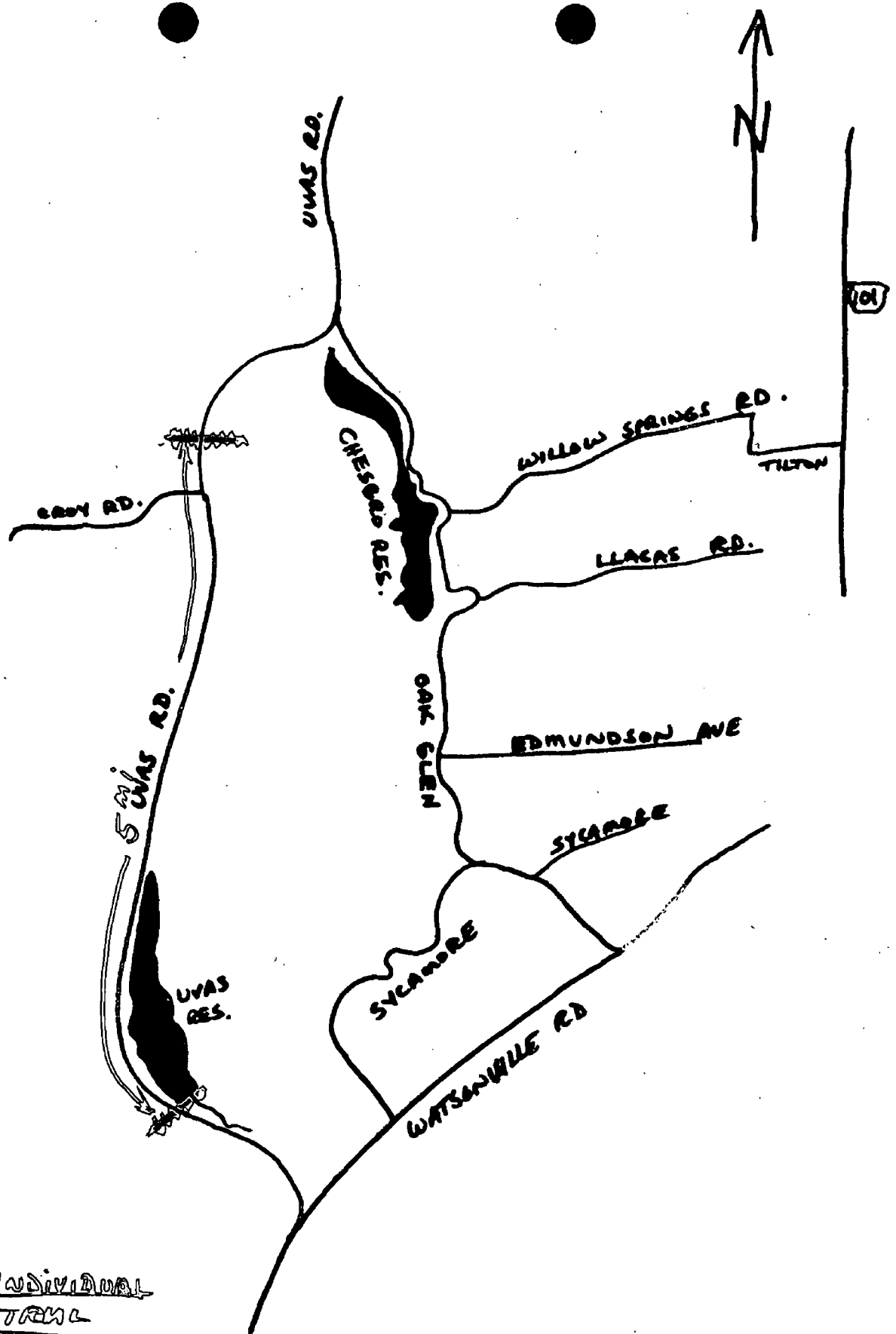
Thanks very much,
Capt. Jim Solden
Capt. Jim Solden



33 MILE ROAD RACE

AUG. 30TH

ROADS LEADING INTO
UVAS RD., OAK GLEN, AND
SYCAMORE CLOSED. TEMPORARY
CLOSURES AT WATSONVILLE RD.
ONLY WHEN RACERS COME
BY.



10 MILE INDIVIDUAL
TIME TRIAL

AUG. 29TH 9 AM

ROAD CLOSED FOR 1 1/2 hr
BETWEEN LINES.

California

Prepared by R. B. Parsons
Reviewed by R. M. Shields
Submitted by R. M. Shields

TRANSMITTAL MEMORANDUM

S.D. 1Page 1 of 2DATE: July 12, 1984

COUNTY BOARD OF SUPERVISORS: Agenda Date July 31, 1984 Item No. _____
TRANSIT DISTRICT BOARD: Agenda Date _____ Item No. _____
TRANSPORTATION COMMISSION: Agenda Date _____ Item No. _____

FROM: R. M. Shields, Director of Roads Operations

SUBJECT: RESOLUTION AUTHORIZING TEMPORARY CLOSURE OF UVAS ROAD,
OAK GLEN AVENUE, SYCAMORE AVENUE AND WATSONVILLE ROAD
FOR THE 1984 FIREMEN'S OLYMPICS

RECOMMENDED ACTION:

Approve the attached Resolution which authorizes the temporary closure of certain South County roads around Uvas Reservoir for the 1984 Firemen's Olympics.

FISCAL IMPLICATION:

There is no cost to the County.

REASONS FOR RECOMMENDATION:

The City of Santa Clara Firefighters are hosting the 1984 Firemen's Olympics and have requested permission to close certain roads around Uvas Reservoir to safely accommodate this event. The California Highway Patrol has requested that the roads be closed to thru traffic to ensure safety of the participants and the general motoring public.

BACKGROUND:

The City of Santa Clara hosted the Firemen's Olympics last year and used the same course for their various events. Two minor accidents were reported by the CHP that were a result of conflicts between the participants on bicycles and the general motoring public. The CHP notified the Olympics Committee by letter (attached) that another course should be selected or the roads should be closed during the times of the races in order to ensure roadway safety.

APPROVED: DIRECTOR [Signature]
COUNTY EXECUTIVE _____

ORIGINAL

JUL 3 1 1984

DATE: July 12, 1984

COUNTY BOARD OF SUPERVISORS AGENDA DATE: July 31, 1984

TRANSIT DISTRICT BOARD AGENDA DATE:

TRANSPORTATION COMMISSION AGENDA DATE:

SUBJECT: RESOLUTION AUTHORIZING TEMPORARY CLOSURE OF UVAS ROAD,
OAK GLEN AVENUE, SYCAMORE AVENUE AND WATSONVILLE ROAD
FOR THE 1984 FIREMEN'S OLYMPICS

BACKGROUND (Cont'd):

The City of Santa Clara Firefighters have reviewed possible alternate routes and have found none that are acceptable. They have therefore requested the temporary closure of roadways around Uvas Reservoir. Roadways will be barricaded and monitors will be stationed at each barricade to direct motorists. Residents and emergency vehicles will be allowed access. Residents will be given advance notice of the event and the times of the roadway closures.

CONSEQUENCES OF NEGATIVE ACTION:

The City of Santa Clara Firefighters will not use the route shown. They will be the designated host of the Firemen's Olympics with no acceptable location on which to hold the event.

STEPS FOLLOWING APPROVAL:

The temporary road closures will take place in accordance with agreed upon conditions.

RPB:db

cc: Capt. John E. Law, CHP
Capt. Jim Solden, City of Santa Clara Firefighters
Herb Keaton, Deputy County Counsel
JHG
RBP





MEMBERS OF THE BOARD
SUSANNE WILSON
ZOE LOFGREN
THOMAS L. LEGAN
ROD DIRIDON
REBECCA Q. MORGAN

**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**
COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323

DONALD M. RAINS
CLERK/BOARD OF SUPERVISORS
TELEPHONE 299-4321

August 6, 1984

Captain Jim Solden
Santa Clara Fire Department
Station #1
777 Benton Street
Santa Clara, CA 95050

Subject: Resolution approving temporary closure of Uvas Road,
Oak Glen Avenue, Sycamore Avenue and Watsonville Road
for the 1984 Firemen's Olympics

Dear Captain Solden:

Enclosed please find a copy of the above Resolution which was
approved by the Board of Supervisors at its regularly scheduled
meeting on July 31, 1984.

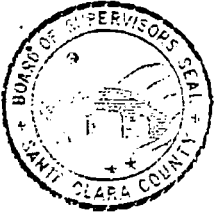
The enclosed copy is for your records.

Very truly yours,

BOARD OF SUPERVISORS
Donald M. Rains, Clerk


Deputy Clerk

DMR:rr
Enclosure



MEMBERS OF THE BOARD
SUSANNE WILSON
ZOE LOFGREN
THOMAS L. LEGAN
ROD DIRIDON
REBECCA Q. MORGAN

BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA
COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323

DONALD M. RAINS
CLERK/BOARD OF SUPERVISORS
TELEPHONE 299-4321

August 6, 1984

Captain John E. Law, Commander
California Highway Patrol
P.O. Box 337
Gilroy, CA 95020

Subject: Resolution approving temporary closure of Uvas Road,
Oak Glen Avenue, Sycamore Avenue and Watsonville Road
for the 1984 Firemen's Olympics

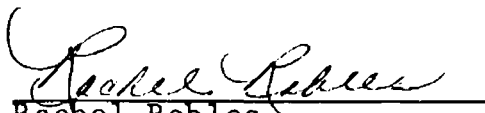
Dear Captain Law:

Enclosed please find a copy of the above Resolution which was
approved by the Board of Supervisors at its regularly scheduled
meeting on July 31, 1984.

The enclosed copy is for your records.

Very truly yours,

BOARD OF SUPERVISORS
Donald M. Rains, Clerk


Rachel Robles
Deputy Clerk

DMR:rr
Enclosure

County of Santa Clara
California

Office of the Board of Supervisors
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

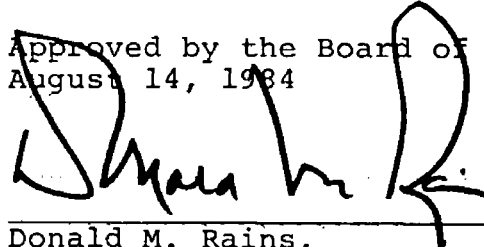
Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Rebecca Q. Morgan, District 5

ROADS General

P E R M I T

The Board of Supervisors of the County of Santa Clara
here
herewith approves the application of the New Almaden Community
Club for the holding of a parade to be held on September 8, 1984,
beginning at Almaden Road at Bertram Road and proceeding along
Almaden and Los Alamitos Roads on a circuitous route to the
point of beginning.

Approved by the Board of Supervisors
August 14, 1984



Donald M. Rains,
Clerk, Board of Supervisors

County of Santa Clara
California

Office of the Board of Supervisors
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-4321

Susanne Wilson, District 1
Zoe Lofgren, District 2
Thomas L. Legan, District 3
Rod Diridon, District 4
Rebecca Q. Morgan, District 5

August 21, 1984

New Almaden Community Club
21311 Almaden Road
San Jose, CA. 95120

Attn: Kitty Monahan

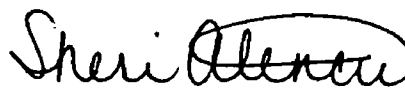
Subject: New Almaden Day Parade

Dear Ms. Monahan:

At the meeting of August 14, 1984, the Board of Supervisors approved the New Almaden Community Club's request for a Parade Permit and road closure on September 8, 1984.

Enclosed please find a copy of said Permit for your information and handling. This office will notify the proper parties of the Board's actions.

Sincerely yours,



Sheri Atencio
Deputy Clerk

sla

Attachments

cc: Sheriff's Office
Highway Patrol

memorandum



TO	Clerk of the Board	FROM	Supervisor Susanne Wilson <i>SW</i>	
SUBJECT	Parade Permit and Road Closure - New Almaden Days		DATE	8-10-84

The attached request should be a pink tag item under Chairperson's report, for adoption by the Board on 8-14-84.

Thank you.

ORIGINAL

RECEIVED
BOARD OF SUPERVISORS

Chair
45-7

84 AUG 10 12:22

COUNTY OF
SANTA CLARA

August 2, 1984

Santa Clara Board of Supervisors
70 W. Hedding
San Jose, California 95110

Members of the Board of Supervisors:

Once again the New Almaden Community Club, Inc. is sponsoring New Almaden Days on September 8, 1984. We are requesting a Parade Permit and road closure for that date.

We would like to close Almaden Road from Bertram Road to Los Alamitos Road, a distance of 0.8 of a mile, for one hour. The Parade would start at 12 noon and end at 1:00 p.m.

We are requesting assistance from the Sheriff's Department and the County Transportation Department on this day.

Sincerely,

Kitty Monahan
New Almaden Community Club
21311 Almaden Road
San Jose, California 95120
268-6541

We the undersigned certify to the good moral character of Kitty Monahan

Kay E. Berg 19307 Almaden Rd S.J. CA 95120
Renee J. Pantiga 21512 Almaden Rd SJ CA 95120
C. Pantiga 21512 Almaden Rd San Jose Calif 95120

ORIGINAL

memorandum

ROADS General



TO	FROM
Each Board Member	R. M. Shields Director of Roads Operations
SUBJECT	DATE
AGENDA ITEM NO. 8 (XG) - 6/14/83	July 22, 1983

REPORT ON THE STATUS OF COUNTYWIDE ROAD REPAIRS

Since the cessation of last winter's rains, the Agency has directed its efforts to the repair and restoration of county roads. These repairs include the removal of slide material which encroached onto the traveled way, the restoration of the traveled way damaged by landslides and slip-outs, de-watering of saturated hillsides and the repair of damaged pavements due to excessive groundwater and infiltration into the roadbed.

Most of the County roadways have now been cleared of all slide material obstructing the traveled ways. The few roadways remaining to be cleared have minor slides along the side of the road that do not significantly impair the traveling way. Most of the larger roadway slip-outs (slides occurring downhill from the road) are being restored to a temporary rock base surface. The purpose is to provide a settlement period prior to paving. The finished asphalt surfacing, including drainage control measures, will be completed in September and October, 1983.

The following is a narrative of the major roadway damage locations and the steps being taken to effect restoration:

OLD SANTA CRUZ HIGHWAY

A slip-out slide occurred on Old Santa Cruz Highway in February, 1983 just northerly of Ogalalla Warpath. The easterly half of the roadway slipped into the creek below the roadway. The road has officially been closed between Idylwild Road and Edwards Road since the slide. Geologic studies of the soil material in and around the slide have been made and plans and specifications have been prepared for the repair. These plans were advertised on an informal basis and bids were opened on July 12, 1983. This bid process was approved by the Board of Supervisors previously.

The repair method selected provides for the construction of a viaduct to replace the portion of the roadway that has fallen away in the slip-out. The anticipated completion time is the fall of this year with an estimated cost of repair ranging between \$250,000 and \$300,000.

Copy personally distributed

*and Sup by
R. Shields 7-25-83*

memorandum



TO

Each Board Member

FROM

R. M. Shields

Director of Roads Operations

SUBJECT

DATE

July 22, 1983

REPORT ON THE STATUS OF COUNTWIDE ROAD REPAIRS

Page Two

ROOP ROAD

Roop Road traverses a major landslide 1.2 miles easterly of New Avenue and has experienced severe settlement for a distance of over 500 feet. The embankment has now been restored and the road was opened to traffic on July 1, 1983. The final surfacing on the roadway will take place in September. The repair is temporary in nature as the entire slide would have to be removed to effect a permanent repair and appears to be the most cost-effective method in view of the availability of alternate access.

CLAYTON ROAD

Clayton Road experienced a slip-out 0.7 miles southerly of Mt. Hamilton Road. Rights-of-entry have been obtained from adjacent property owners to facilitate the repair which should be completed by August 1, 1983.

QUIMBY ROAD

Quimby Road experienced a roadway settlement 3.7 miles east of Chaboya Road, all the result of a major landslide. Movement of the landslide has ceased thereby permitting the embankment to be restored and the road opened to traffic in late June.

PROSPECT ROAD

Prospect Road experienced continuing subsidence due to a landslide 0.4 miles westerly of Maria Drive. A geotechnical report is scheduled to be completed next week by a consultant which will identify the major cause of the slide and make recommendations for the roadway repair. The anticipated repair completion date will depend upon the nature of the recommended roadway repair technique. It may be necessary to solicit informal bids on this project to ensure that the work is completed prior to the winter rains.

memorandum



TO	FROM
Each Board Member	R. M. Shields Director of Roads Operations
SUBJECT	DATE
	July 22, 1983

REPORT ON THE STATUS OF COUNTYWIDE ROAD REPAIRS Page Three

CELEO LANE AND CHULA VISTA AVENUE

The Agency installed wells and pumps to de-water the roadbeds with continuous pumping for three months. The Agency is currently discussing with the respective geological consultants the continuation of the pumping operations undertaken on Celeo Lane and Chula Vista Avenue. It is the Agency's intent to curtail these pumping operations based on the fact that subsidence has effectively ceased and the County roadways are no longer experiencing distress. The residents may wish to continue working with the consultants to ensure the stability of their home building sites.

With the County's inclusion in the State's Disaster declaration, the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA) dispatched survey teams to review the County's roadway damage. Based upon the FEMA reviews, the County is eligible for reimbursement of 75% of the estimated \$587,000 damage to non-Federal Aid System roadways. This amount could change based on the County's statements of non-concurrence filed on Old Santa Cruz Highway, Miguelita Road, Quimby Road, Clayton Road, Celeo Lane and Chula Vista Avenue. The County is also eligible for up to \$215,000 in reimbursements from FHWA for damage to Federal Aid System roadways. The Agency is actively pursuing reimbursement for the locations where work has been completed. Attached for your information are copies of summary reports from FEMA and FHWA for both on-system roads and off-system roads.

RMS:mam

Attachments

cc: Clerk of the Board

Sally Reed, County Executive

JHG

LM

COUNTYWIDE ROAD DAMAGE

SUMMARY
ON-SYSTEM ROADS

<u>ROAD</u>	<u>LOCATION</u>	<u>DAMAGE</u>	<u>EST. COST</u>
Shannon Road	1 mi. west of Hicks	Slide	\$ 21,000.00
Arastradero Road	200' east of Alpine	Tree fell pvt damage	3,100.00
Prospect Road	0.4 mi. west of Maria Drive	Slide	120,000.00
Hale Avenue	0.65 mi. south of Tilton Avenue	Slide	3,000.00
E. Dunne Avenue	1.08 mi east of Holiday Lake Est.	Slide	10,000.00
E. Dunne Avenue	2.35 mi. east of Holiday Lake Est.	Slide	49,500.00
E. Dunne Avenue	1.35 mi. east of Holiday Lake Est.	Washout	8,300.00
TOTAL ON-SYSTEM ROADS:			\$214,900.00

SANTA CLARA COUNTY DEPARTMENT OF PUBLIC WORKS

PROGRESS REPORT
EAST YARD

Date of Report 6/22/83

RD NO.	RD. NM. OR AREA	NATURE OF IMPROVEMENT	START DATE	% COMPLETION TO DATE											REMARKS	COMPL. DATE	FOREMAN IN CHGE.
				10	20	30	40	50	60	70	80	90	100				
R-6406	Old Piedmont Bl.	Drainage Repair	1/29/83					X							300' So. of Bloomberry		N.W.
R-64005	Waller Rd.	Pavement Repair	2/83					X							at Calaveras Bl.		N.W.
R-6400	Calaveras Bl.	Slipout Repair *1	9/83												Location - 3.2 mi N'ly of Felter		N.W.
"	"	" " *2	8/83												" - 3.7 mi " " "		N.W.
"	"	" " *3	8/83												" - 4.2 mi " " "		N.W.
R-64008	Marsh Rd.	Slipout Repair	9/83												" - 0.8 mi N'ly of Felter		N.W.
R-64009	Sierra Rd.	Slipout Repair	9/83												" - 0.6 mi So of Felter		N.W.
R-64052	Miguelita Ave	Slide Removal	8/83												" - 150' S'ly of Simon		N.W.
"	"	Retaining Wall Repair	?												" - at Rica Vista Ave.		N.W.
R-64046	Chula Vista Ave	Slipout Repair	?												" - lower end of Rd.		N.W.
R-64190	Cesar Lane	Demolishing Wells	4/83										X	Completed by Contractor	4/83	N.W.	
R-65012	Vista Valle Ct.	Slipout Repair	?												Location - at Cildesac.		N.W.
R-55002	Amey Road Bl.	Repair Road & Grublot	10/83												" - Marsh Rd to Mc Day		N.W.
R-7429	Clayton Rd.	Slipout Repair *1	7/83												Location - 0.7 mi S'ly of HWY 130		D.S.
"	"	Slipout Repair *2	7/83												" - 1.1 mi S'ly of HWY 130		D.S.
R-75010	Chaboya Rd.	Retaining Wall Repair	9/83												" - at Riders Driveway		D.S.
R-7400	Quimby Rd.	Slipout Repair	6/83							X					" - 3.7 mi E. of Chaboya		D.S.
R-76001	Kincaid Rd.	Slide Removal	9/83												" - Mc Hamilton Rd to End.		D.S.
"	"	Bridge Repair	?												" - @ Double Creek.		D.S.

PROGRESS REPORT EAST YARD

[illegible]

WEST YARD
Week of _____

TRANSPORTATION AGENCY
ROAD MAINTENANCE WORK EFFORT

Area	Road Road Name or Area	Nature of Improvement	Start Date	Percent Complete	Finish Date	Reason for Performance of Work
3	Hicks Road	Road slipout (B)	6-16-83	90%	6-20-83	
3	Hicks Road	Road slipout (C)	6-21-83	90%	6-22-83	
3	Monte Sunset Drive	Road slipout	2-9-83	90%	7-20-83	
1	Stevens Canyon Road	Road slipout	5-16-83	90%	7-8-83	
1	Montebello Road	Road slipout	7-11-83	-0-	7-19-83	
1	Montebello Road	Road slipout	7-20-83	-0-	7-25-83	
1	Mt. Eden Road	Road slipout	5-10-83	90%	7-6-83	
1	Bohlman Road	Road slipout	7-26-83	-0-	8-1-83	
2	Montevina Road	Road slipout	8-3-83	-0-	8-24-83	
2	Black Road	Road slipout	7-19-83	-0-	7-26-83	
2	Bear Creek Road	Road slipout	7-1-83	-0-	7-5-83	
2	Thompson Road	Road slipout	6-22-83	10%	7-7-83	
2	Old Santa Cruz Hwy	Road slipout		-0-		
2	Soda Springs Road	Road slipouts	7-11-83	60%	7-15-83	
2	Alma Bridge Road	Road slipout	8-9-83	-0-	8-19-83	
3	Reynolds Road	Road slipout (A)	6-23-83	-0-	6-27-83	
3	Reynolds Road	Road slipout (B)	6-28-83	-0-	7-5-83	

STATUS OF SOUTH YARD
ROAD REPAIRS

TRANSPORTATION AGENCY
ROAD MAINTENANCE WORK EFFORT

Dist.	Road Road Name or Area	Nature of Improvement	Start Date	Percent Complete	Finish Date	Reason For Performance of Work
	DUNN AV	SLIDE	6/3/83	80%	8/3/83	1.08 MILES S/ HOLIDAY PK. ESTATES DR.
	DUNN AV	WASHOUT	1/28/83	20%	8/1/83	1.25 MILES S/ HOLIDAY PK. ESTATES DR.
	DUNN AV	SLIPANT	2/3/83	25%	8/5/83	2.35 MILES S/ HOLIDAY PK. ESTATES DR.
	DUNN AV	SLIPANT	5/2/83	25%	8/10/83	2.41 MILES S/ HOLIDAY PK. ESTATES DR.
	ROOP RD	500' SLIDE	8/3/83	50%	9/15/83	1.28 MILES S/ HAWAIIA
	ROOP RD	SLIPANT	5/19/83	20%	9/10/83	.25 MILES W/ LEAVESLEY RD
	WHITENURST RD	SLIDE & SLIPANT	3/4/83	25%	9/12/83	2.00 MILES S/ HACKER PASS
	WHITENURST RD	ROAD SETTLEMENT	3/4/83	10%	9/19/83	ROAD SETTLEMENT VARIOUS LOCATIONS
	OLD LEAVESLEY RD	ROAD SETTLEMENT	3/7/83	50%	9/26/83	BRANDENBURG TO ROOP RD.
	OLD LEAVESLEY RD	DRAINAGE	8/9/83	0%	9/12/83	INSTALL 400' OF DRAIN DITCH (SPRINGS WEARING)
	CANADA RD	SLIPANT	3/3/83	10%	9/2/83	.10 MILES S/ CERTIFIED BEE FERRY
	MT. MADONNA RD	SLIDE	3/11/83	25%	6/28/83	.05 MILES S/ PALELINE RD.
	MT. MADONNA RD.	WASHOUT	6/22/83	0%	6/29/83	.35 MILES S/ PALELINE RD.
	PALELINE RD.	SLIPANT	4/13/83	80%	6/23/83	1.15 MILES S/ MT. MADONNA RD.
	GRAY RD.	CULVERT (WASHOUT)	2/16/83	50%	7/15/83	2.25 MILES W/ UNAS RD.
	GRAY RD.	SLIDE	2/16/83	100%	7/15/83	3.38 MILES W/ UNAS RD.
	GRAY RD.	SLIDE	4/29/83	90%	7/15/83	3.50 MILES W/ UNAS RD.
	GRAY RD.	SLIDE	2/8/83	90%	7/15/83	3.90 MILES W/ UNAS RD.
	ORANGE AVE	SLIDES	10/6/83	100%	5/24/83	UNAS RD TO WALKER RD MINOR SLIDES

TRANSPORTATION AGENCY
ROAD MAINTENANCE WORK EFFORT

STATUS OF SOUTH YARD
ROAD REPAIRS

Dist.	Road Name or Area	Nature of Improvement	Start Date	Percent Complete	Finish Date	Reason For Performance of Work
	LYONS RD.	SLIDE	1/27/83	100%	6/2/83	2 MILES N/ WATSONVILLE RD.
	SANTA TERESA BLVD	SLIDES	1/27/83	100%	3/9/83	1.25 MILES N/ BRILEY AVE
	HALE AVE.	SLIDE	9/8/83	75%	9/9/83	0.5 MILES S/ TILTON AVE.
	WILLIAM SPRINGS RD	SLIDES	1/26/83	100%	3/10/83	ONE GLEN AVE TO HALE AVE
	SUNNYSIDE AVE	SLIDES	1/21/83	100%	2/9/83	SUNNYSIDE TO WATSONVILLE RD
	JACKSON RD	SLIDES	1/27/83	50%	9/8/83	CANADA RD TO END
	GILROY MT SPRINGS	SLIDES	1/25/83	80%	3/19/83	ROAD RD TO END
	GILROY MT SPRINGS	SLIDES	3/20/83	80%	4/22/83	0.10 MILES S/ ROAD RD
	BUENA VISTA AVE	WASHOUT	8/9/83	50%	9/9/83	0.10 MILES W/ RAYHILL AVE
	BUENA VISTA AVE	TRUCK DOWN IN DITCH	3/20/83	25%	9/9/83	0.10 MILES W/ FOOTHILL AVE
	HALACHAN RD.	WASHOUT	3/6/83	10%	3/26/83	0.80 MILES N/ PROWERS PASS
	DE WITT AVE.	CULVERT REPAIRMENT	6/30/83	0%	6/28/83	0.25 MILES N/ EDMUNDSON AVE.
	HALE AVE.	CULVERT REPAIRMENT	8/15/83	0%	8/19/83	HALE AVE AT LIVE OAK AVE.
	HARDING AVE	CULVERT REPAIRMENT	9/12/83	0%	9/13/83	HARDING AVE 0.10 MILES S/ CALIFORNIA AVE.
	SCHILLER AVE	DITCH	7/19/83	0%	7/19/83	0.15 MILES W/ DOUGHERTY AVE.
	BOWLEY CT	DITCHES	7/20/83	0%	7/22/83	SCHILLER AVE TO END
	SUNNYSIDE AVE	DITCHES	7/25/83	0%	7/29/83	SUNNYSIDE AVE TO WATSONVILLE RD
	ELIZABETH AVE	DITCHES	8/1/83	0%	8/5/83	MONTGOMERY RD TO TRUCK AVE

EAST YARD (OFF-system Damage)
COUNTY OF SANTA CLARA

EN No.	Category	DSR	LOCATION	DAMAGE	COST
1 *	C	084740	WELLER Road @ Intersection Calaveras Rd.	washout	1120
2 *	C	084685	Calaveras Rd., 3 ¹ / ₂ mi north of Felter Rd.	Slipout	5252
3 *	C	084724	Calaveras Rd., 3 ¹ / ₂ mi north of Felter Rd.	Slipout	2392
4 *	C	084725	Calaveras Rd., 4 ¹ / ₂ mi north of Felter Rd.	Slipout	4871
5 *	C	084721	Calaveras Rd., 4 ¹ / ₂ mi north of Felter Rd.	Slipout	642
6 *	A	085282	Calaveras Rd, Felter Rd. to County Line	Slides	8675
7 *	C	084722	Marsh Rd, 0 ¹ / ₂ mi north of Felter Rd.	Slipout	4464
8 *	A	084691	Marsh Rd, Felter Rd. to City Limit	Slides	2123
9 *	A	084692	Felter Rd, Calaveras Rd. to Sierra Rd.	Slides	0
10 *	C	084693	Sierra Rd, 0 ¹ / ₂ mi south of Felter Rd.	Slipout	1632
11 *	A	084694	Sierra Rd, Felter Rd to City Limits	Slides	7092
12 *	A	084723	Miguelita Rd, 150' S. of Simoni Rd.	Slide	743
13	B	084696	Miguelita Rd, 0 ¹ / ₂ mi south of Simoni Rd.	Settlement	672
14 *	A	084697	Miguelita Rd, Alum Rock Rd to St. Rte 130	Slides	0
15	B	084698	Chula Vista, 500' N. of Cul-de-Sac	Slipout	397
16	C	084699	Chula Vista, at cul-de-sac	Settlement	5011
17	A	084700	Crofters Rd, Alum Rock Rd to St. Rte 130	Slides	0
18 *	C	084701	Clayton Rd, 0 ¹ / ₂ mi south of St. Rte 130	Slipout	12,327
19 *	C	085283	Clayton Rd, 1 ¹ / ₂ mi south of St. Rte 130	Slipout	3473
20 *	A	084728	Clayton Rd, St. Rte 130 to City Limit	Slides	4717
21	C	084704	Chaboya Rd, off of Quartuccio	Slipout	5118
22 *	A	084705	Chaboya Rd, fr. Quimby Rd. to end	Slides	3924
23 *	C	085286	Quimby Rd., 3 ¹ / ₂ mi east of Chaboya Rd.	Settlement	1922
24 *	A	084707	Quimby Rd, Chaboya Rd to Mt. Hamilton	Slides	3103
25 *	A	084708	Aborn Rd, fr. White Rd to end	Slides	1583
26 *	A	084709	San Antonio Valley Rd, fr. St. Rte 130 to end	Slides	6435
27 *	A	084710	Kincaide Rd, fr. St. Rte 130 to end	Slides	1646
28 *	C	084711	San Felipe Rd, 0 ¹ / ₂ mi south of Village Parkway	Slipout	2078
29 *	C	084712	San Felipe Rd, 1 ¹ / ₂ mi south of Village Parkway	Wall washout	2606
30 *	A	084731	San Felipe Rd, fr. Village Pkwy to Los Animas	Slides	16,554
31 *	A	084714	San Felipe, fr. Los Animas to end	Slides	1341
32 *	A	084715	Los Animas Rd, fr. San Felipe Rd to end	Slides	661
33 *	C	084716	Los Animas Rd, 0 ¹ / ₂ mi south of San Felipe Rd.	Washout	3651
34 *	C	084717	Metcalf Rd, 3 ¹ / ₂ mi west of San Felipe Rd.	Slipout	7324

* Completed by Bert Clark

EAST YAKU (of System Damage)
COUNT of SANTA CLARA

FN No.	FR	DSR	LOCATION	DAMAGE	COST
35*	A	084718	Metcalf Rd, fr. San Felipe Rd to City Limit	Slides	3943
36*	A	084719	Silver Creek Rd, fr. San Felipe Rd to ^{Yerba Buena}	Slides	0
37*	B	084726	Quimby Rd, 3 1/2 mi east of Chaboya Rd	Slipout	1868
38*	B	084727	Clayton Rd, 0 1/2 mi south of St Rte 130	Slipout	5202
39*	B	084729	Clayton Rd, 1 1/2 mi south of St Rte 130	Slipout	2742
40*	B	084730	Los Animas Rd, 0 1/2 mi so. of San Felipe Rd	Washout	569
41*	C	085285	San Antonio Valley Rd, 10 1/2 mi ^{north of} at Puerto Rd	Slipout	5464
42*	A	084733	Arroyo Hondo Rd, 12 mile length	Slides	4019
43	C	085277	Vista Valle Court, off of Roseview 2 cut-de-see	Settlement	1464
44	A	085278	Dove Road, 0 3/4 mi fr. Connection to St Rte 101	Slide	1650
45	A	085279	SE White-Story Rds. Intersection	Debris	2950
46	B	085280	Marsh Rd, 0 1/2 mi north of Felter Rd	Slipout	725
47	A	085284	Alum Rock Falls Rd, fr. Planticia Rd. to end	Slides	6381
48	B	085281	Weller Rd. @ Intersection w/ Calaveras Rd	Washout	671
49		085288	ON-System Roads - By others	var	0
			East yard total		161,207

* Completed by Bert Clark

(OFF SYSTEM DAMAGE)
SANTA CLARA COUNTY
 (WEST YARD)

Sh. of 2

SH #	§	DSR	LOCATION	DAMAGE	EST
✓ 50	B	089493	Monte Sunset Dr. 600' NW of View Oaks way	Culvert, Dr. Blowout	466
✓ 51	A	089495	Alamitos Rd. 0.50 mi E. of Hicks	Slide	3966
52	B	089496	Alamitos Rd. next to Hicks	washout	959
✓ 53	A	089497	Hicks Rd NW to Alamitos	slides	7177
54	C	089498	Hicks Rd 3 rd , 3 rd 4 th mi N. of Alamitos	Slipouts	3854
55	B	089499	Hicks Rd 3 rd , 3 rd 4 th mi N. of Alamitos	Slipouts	1975
56	C	084737	Reynolds 0 ³ & 0 ⁶ off of Hicks Rd	Slipouts	4062
57	A	146952	Arnerich Hill Rd, 0 ³⁵ mi off of Arnerich Rd	Slide	6270
✓ 58	B	146950	Arnerich Hill Rd, 0 ³⁵ mi off of Arnerich Rd	Slide	428
59	C	146951	Arnerich Hill Rd, 0 ³⁵ mi off of Arnerich Rd	Slide - Damaged Road	5803
✓ 60	B	146953	Almaden Road, Almaden Rd to Alamitos Rd	Debris on Rd.	413
✓ 61	A	146954	Almaden Road, Almaden Rd to Alamitos Rd	Debris on Rd.	1108
62	C	084735	Alma Bridge Rd 2 nd mi East of St. Rte 17	Slipout	2102
✓ 63	A	146955	Alma Bridge Rd, St. Rte 17 to Alder Creek	Slides	1905
✓ 64	A	146956	Soda Springs Rd. 0 ¹⁰ mi W. of Alma Rd	Slide	6058
65	B	146957	Soda Springs Rd 0 ² & 1 st mi fr. Bridge Rd	Slipouts	944
66	C	146958	Soda Springs Rd 0 ³⁰ & 1 st mi fr. Alma Rd	Slipouts	3576
67	A	147031	Wright's Station 2 nd mi east of Alder Creek	Slide	5638
68	A	146959	Black Road 3 rd mi W. of St. Rte 17	Debris	3874
69	B	146964	Black Road 1 st mi W. of St. Rte 17	washout	512
70	C	146965	Black Road, 1 st mi W. of St. Rte 17	washout	5831
71	A	146966	Thompson Rd. From Black Rd to end	Slides	952
72	C	084738	Thompson Rd, 0 ² mi S. of Black Rd	Slipout	7039
73	A	146967	Montervia Rd, fr. St. Rte 17 to end	Slides	1078
74	C	084736	Montervia Rd, 1 st mi W. of St. Rte 17	Slipout	12,570
75	B	146968	Old Santa Cruz Hwy 200' E of Ogallah	Slipout	702
76	B	147033	Old Santa Cruz Hwy 0.75 mi N. of Summit Rd	washout	279
77	A	147034	Old Santa Cruz Hwy, Various locations	Slides	6535
78	C	147027	Old Santa Cruz Hwy, 200' east of Ogallah	Slipout	76,734
79	C	089494	Monte Sunset Dr. 600' NW of View Oaks way	Culvert Blowout	1482
80	A	147035	Canon Drive Glenview to end	Slides	1063
81	A	147038	Redwood Gulch, Stevens Canyon Rd to St. Rte 9	Slide	6567
82	A	147039	Upland way, from Rainbow Bend	Slides	864
83	C	147050	Leyula Court at Cul-de-sac	Slipout	1181
84	A	147041	Sanborn Rd. 0 ²⁰ S. of St. Rte 9	Slides	1272
85	B	147042	Sanborn Rd 0 ¹ & 0 ² mi S. of St. Rte 9	Slipout	285
86	C	147043	Sanborn Rd 0 ¹ & 0 ² mi S. of St. Rte 9	Slipout	5112

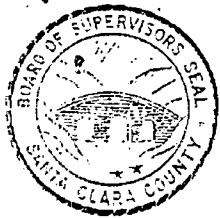
SANTA CLARA COUNTY (WEST GARD) OF SYSTEM DAMAGE

	DSR	LOCATION	DAMAGE	EST
87	A	147044 Arastradero Rd, 0 ¹ E. of Alpine (28)	Debris	1688
88	B	146963 Arastradero Rd, 0 ¹ E. of Alpine (28)	Patching	931
89	A	147045 Buhlman Rd, city Limit to 0 ² mi. south (29)	Slides	9596
90	B	146960 Buhlman Rd 0 ⁴ 0 ⁵ 0 ⁵ mi. south of city Limit (29)	Slipouts, Settlement	2299
91	C	146961 Buhlman Rd. 0 ⁴ 0 ⁵ 0 ⁵ mi. south of city Limit (29)	Slipouts	10,575
92	A	147046 Montebello Rd, 0 ² - 3 ² mi. west from Stevens Canyon (26)		6543
93	B	147036 On Orbit Rd, 0 ⁸ mi. fr. south canyon to Buhlman (21)	Slipout - settlement	1311
94	C	147037 On Orbit Rd, 0 ² 80 ⁸ mi. fr. south canyon w/ Buhlman (21)	Slipout - broken pavement	5198
95	A	147040 Mt. Eden Rd. 0 ⁶ 41 ³ mi. fr. Pierce Rd (23)	Slides	3793
96	C	084739 Mt. Eden Rd. 0 ⁷ mi. fr. Pierce Rd (23)	Slipout	14,820
97	A	147028 Stevens Canyon Rd, 0 ⁸ to 6 ⁷ mi. superhighway fr. (24)	Slides	12,778
98	B	147029 Stevens Canyon Rd, 1 ² mi. superhighway fr. (24)	washout	3937
99	B	147032 Stevens Canyon Rd, 6 ⁸ mi. superhighway fr. (24)	low water lining	752
100	C	084740 Stevens Canyon Rd, 2 ¹ 8 2 ⁹ mi. superhighway fr. (24)	Slipouts	6468
101	C	147030 Stevens Canyon Rd, 1 ³ mi. superhighway fr. (24)	washout	22,781
102	B	146962 Redwood Gulch Stevens Canyon Rd to State Route 9 (25)	Slides	874
103	B	147047 Montebello Rd. 0 ⁶ 2 ¹ 3 ³ mi. fr. Stevens Canyon Rd (26)	Slipouts	1978
104	C	147048 Montebello Rd, 0 ⁶ 2 ¹ 3 ³ mi. fr. Stevens Canyon Rd (26)	Slipouts	7989

WEST GARD TOTAL → 304,955

(OFF SYSTEM DAMAGE)
SANTA CLARA COUNTY
 (SOUTH YARD)

H.O.	Q	R.R.	LOCATION	DAMAGE	EST
105	C	084747	Horselaw Rd, 0 ² to 0 ³ mi N. of Pacheco Pass (9)	Slipout	3538
106	A	084742	Buena Vista Drive, 0 ¹ mile west of South Hill Dr. (7)	Debris	1071
107	C	084744	Buena Vista Drive, 0 ¹ mile west of South Hill Drive (7)	Washout	2438
108	B	084745	Roop Rd., 1 ³ mi E. of New Ave. (6)	Slide	7171
109	C	084746	Roop Rd., 1 ³ mi E. of New Ave. (6)	Slide	18,269
110	C	084748	Roop Rd., 0 ¹ to 0 ²⁵ mi W. of Leavesley Rd. (8)	Slipouts	4855
111	B	084749	Leavesley Rd., 0 ³⁰ mi S. of Roop Rd. (8)	Liquification	2463
112	C	084750	Leavesley Rd., 0 ³⁰ mi S. of Roop Rd. (8)	Liquification	6233
113	A	085259	Gilroy Hot Springs Rd., 0 ² to 6 ² mi E. of Roop Rd. (5)	Slides	7790
114	C	085260	Gilroy Hot Springs Rd., 0 ¹ mi E. of Roop Rd. (5)	Slipout	2645
115	B	084733	Buena Vista Drive, 0 ¹ mi west of South Hill Drive (7)	Washout	2333
116	A	085261	Jamison Rd., 1 ¹ to 1 ² mi E. of Canada Rd. (12)	Slides	749
117	C	085262	Jamison Rd., 1 ⁹ mi east of Canada Rd. (12)	Slipout	487
118	B	085263	Canada Rd., 1 ⁵ mi N. of St. Route 152 (4)	Slipout	908
119	C	085264	Canada Rd., 1 ⁵ mi N. of St. Route 152 (4)	Slipout	3817
120	A	085267	Whitehurst Rd., 2 ⁰ mi south of St. Route 152 (3)	Slide	9696
121	B	085266	Whitehurst Rd., 2 ⁰ mi south of St. Route 152 (3)	Slide-Slipouts	1372
122	C	085268	Whitehurst Rd., 2 ⁰ mi south of St. Route 152 (3)	Slipouts	6875
123	C	085269	Poleline Rd., 1 ² mi S. of Mt. Madonna Rd. (7)	Slipout	1091
124	A	085265	Mt. Madonna Rd., 0 ¹ E. of Poleline Rd. (7)	Slide	557
125	A	085274	Uvas Rd., 2 mi north of Watsonville (15)	Slide	5570
126	A	085273	Cray Rd., 3 ⁴ to 3 ⁸ mi west of Uvas Rd. (17)	Slide	8752
127	B	085270	Cray Rd., 2 ³ mi west of Uvas Rd. (17)	Washout	2093
128	C	085271	Cray Rd., 2 ³ mi west of Uvas Rd. (17)	Washout	2853
129	A	085275	Oak Glen Ave, 0 ⁸ to 1 ⁹ mi E. of Uvas Rd. (10)	Slides	4524
130	A	085276	Hale Rd., 0 ⁷ mi south of Tilton Ave. (16)	Slide	11,268
131	A	085272	Willow Springs Rd., 0 ¹ to 1 ⁶ mi North of Oak Glen (14)	Slides	1496
132		085289	VARIOUS - Ineligible no damage, etc		0
TOTAL SOUTH YARD					120,914
133		085290	FINAL CATEGORY "A"		
134		085291	FINAL CATEGORY "B"		
135		085292	FINAL CATEGORY "C"		



MEMBERS OF THE BOARD
SUSANNE WILSON
ZOE LOFGREN
DAN MCCORQUODALE
ROD DIRIDON
REBECCA Q. MORGAN


**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**
COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323

DONALD M. RAINS
CLERK/BOARD OF SUPERVISORS
TELEPHONE 299-4321

PERMIT

The Board of Supervisors of the County of Santa Clara herewith approves the application of the New Almaden Community Club for Parade Permit and Road Closure for New Almaden Days Parade scheduled for Saturday, September 11, 1982. The Parade will run from Almaden Road and Bertram Road to the Bullmore Park at the opposite end of town.

Approved by the Board of Supervisors on August 30, 1982.


DONALD M. RAINS, Clerk
BOARD OF SUPERVISORS

DMR:mj

8-30-82

County of Santa Clara
California

Office of the Board of Supervisors
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
299-4321 Area Code 408

Susanne Wilson, District 1
Zoe Lofgren, District 2
Dan McCorquodale, District 3
Rod Diridon, District 4
Rebecca G. Morgan, District 5

August 30, 1982

Mr. Brian Ledig
21474 Almaden Road
San Jose, CA 95120

Re: Parade Permit

Dear Mr. Ledig:

Enclosed herewith, per your request of August 23, 1982,
is the permit needed for the New Almaden Days Parade.


Also enclosed is a copy of your letter with certified
Board approval.

If anyone takes over the chairmanship of the parade, the
next time a permit is needed, please let them know about
the necessary information needed to get the permit, the
ordinance regulations governing parades, and the fact that
the request should reach the Clerk of the Board of Super-
visors in early July in order to have the permit when
necessary in September.

If we can be of further service, please let us know.

Very truly yours,

DONALD M. RAINS, Clerk
BOARD OF SUPERVISORS


Margaret Jaich
Deputy Clerk

mj

Enclosures

California

August 30, 1982

Dr. Fred Celsi
20582 Almaden Road
San Jose, CA 95120

SUBJECT: ALMADEN AND ALAMITOS ROADS-STREET CLOSURE

Dear Dr. Celsi:

Your request for the closing of Almaden and Alamos Roads between McKean Road and Hicks Road on Saturday, September 11, 1982, between the hours of 9:00 a.m. and 3:00 p.m. for the 1982 New Almaden Days Parade is approved by the Transportation Agency.

It is our understanding that the Board of Supervisors has approved your request for a Parade Permit for this event.

Please note that, if necessary, emergency vehicles must be able to pass through the parade route.

You are required to have uniformed law enforcement officers stationed at the intersections of Almaden Road with McKean Road and Alamos Road with Hicks Road for the duration of the road closure. You should also have a flag person stationed at the intersection of Hicks Road with Shannon Road to advise traffic of the road closure ahead.

You will be responsible for barricades being in place at the intersections of Almaden Road with McKean Road and Alamos Road with Hicks Road during the hours Almaden and Alamos Roads are closed to traffic. Upon presentation of said permit, these barricades may be obtained from the County West yard located at 11030 Doyle Road, San Jose. Barricades may be picked up on Friday, September 10, 1982, between the hours of 1:00 p.m. and 4:00 p.m. They should be returned in good condition on Monday, September 15, 1982. If we can be of further assistance, please call this office at 299-2454.

Very truly yours,

RON M. SHIELDS
DIRECTOR - ROADS*Arthur L. De Mattei*Arthur L. De Mattei
Transportation Agency Representative

RMS:ALD:fs

cc: Capt. Healy, California Hwy. Patrol
Joel Healy, GAS-Communications
Bill Kinnaman, Operations
West Yard
Transit Operations
Each Supervisor *Dist 1*
s2 Capt. Tamm, Co. Sheriff's Office

All other sups. rec'd
An Equal Opportunity Employer

RECEIVED
BOARD OF SUPERVISORS
SEP 3 1 30 PM '82
COUNTY OF
SANTA CLARA

*CC: Wilson**9/7/82*
LY

memorandum



TO	Clerk of the Board	FROM	Susanne Wilson <i>[Signature]</i>
SUBJECT	New Almaden Days parade permit and road closure		
		DATE	8-25-82

3

Please agendaize for 8-30-82 at the special Board session the approval of the request by the New Almaden Days Parade chairman for a parade permit and road closure for 9-11-82.

Thank you.

AUG 30 1982

AUGUST 23, 1982

BOARD OF SUPERVISORS
70 W. HEDDING
SAN JOSE, CALIF.

DEAR BOARD,

ONCE AGAIN THE NEW ALMADEN COMMUNITY CLUB IS SPONSORING
NEW ALMADEN DAYS ON SEPTEMBER 11. WE ARE REQUESTING A
PARADE PERMIT AND ROAD CLOSURE FOR THAT DATE.

WE WILL CLOSE ALMADEN ROAD WITH THE SHERIFFS SUPERVISION
AT MCKEAN ROAD TO HICKS ROAD, FROM 8:00AM UNTIL 4:00PM.
WE WILL PROVIDE PARKING AT MCKEAN ROAD WITH SHUTTLE
BUSES RUNNING INTO THE EVENT.

THE PARADE WILL RUN FROM ALMADEN ROAD AND BERTRAM ROAD TO
THE BULLMORE PARK AT THE OPPOSITE END OF TOWN. THE PARADE
WILL START AT 11:00AM AND LASTS APPROXIMATELY ONE HOUR.

ONCE AGAIN WE INVITE ALL SUPERVISORS TO COME AND PARTICIPATE
WITH US IN THIS EVENT.

SINCERELY,

BRIAN LEDIG
PARADECHAIRMAN
21474 ALMADEN RD
SAN JOSE, CALIF 95120
268-8589/972-1112

RECEIVED
BOARD OF SUPERVISORS
AUG 25 11 29 PM '82
COUNTY OF
SANTA CLARA

WE THE UNDERSIGNED CERTIFY TO THE GOOD MORAL CHARACTER AND REPUTATION
OF BRIAN LEDIG.

Gay Berg 21300 Bertram Rd SJ. 95120
Kitty Monahan 21311 Almaden Rd. SJ. 95120
Sandra Furnish 21676 Almaden Rd. SJ. 95120

August 17, 1982

New Almaden Community Club
21474 Almaden Road
San Jose, California 95120

Attention: Mr. Brian Ledig, Parade Chairman

Dear Mr. Ledig:

We are returning your request for a parade permit and road closure for New Almaden Days on September 11, 1982.

Enclosed is a xeroxed copy of the ordinance sections pertaining to Parades, Processions and Meetings. The procedures to be followed are listed therein.

The Board of Supervisors will not be meeting August 18 thru September 13. However, there will be a special Board meeting either August 30 or 31 to set "Tax Rate". The item could be taken up then. I suggest you get the needed information to us as soon as possible.

Last year, you also had a problem in meeting our criteria in a timely manner. For that reason, please keep this copy of our procedures in your files so that your request next year will be properly submitted early enough to be presented before the Board of Supervisors at a regularly scheduled Tuesday meeting. The Board usually does not meet several weeks in August.

Cordially,


Deputy Clerk

Enclosures

AUGUST 11, 1982

CLERK OF THE BOARD
BOARD OF SUPERVISORS
70 W. HEDDING
SAN JOSE, CALIF

DEAR CLERK,

ENCLOSED IS A REQUEST FOR A PARADE PERMIT FOR NEW ALMADEN DAYS
ON SEPTEMBER 11. PLEASE PUT THIS ON THE AGENDA FOR THE BOARDS
MEETING AUGUST 17TH.

THANK YOU VERY MUCH

BRIAN LEDIG
PARADE CHAIRMAN
21474 ALMADEN RD
SAN JOSE, CA 95120
972-1112/268-8589

AUGUST 11, 1982

BOARD OF SUPERVISIORS
70 W. HEDDING
SAN JOSE, CALIF

DEAR BOARD,


ONCE AGAIN THE NEW ALMADEN COMMUNITY CLUB IS SPONSORING
NEW ALMADEN DAYS ON SEPTEMBER 11. WE ARE REQUESTING A
PARADE PERMIT AND ROAD CLOSURE FOR THAT DATE.

WE WILL CLOSE ALMADEN ROAD WITH THE SHERIFFS SUPERVISION
AT MCKEAN ROAD TO HICKS ROAD, FROM 8:00AM UNTIL 4:00PM.
WE WILL PROVIDE PARKING AT MCKEAN ROAD WITH SHUTTLE BUSES
RUNNING INTO THE EVENT.

THE PARADE WILL RUN FROM ALMADEN ROAD AND BERTRAM ROAD TO
THE BULLMORE PARK AT THE OPPOSITE END OF TOWN. THE PARADE WILL
START AT 11:00AM AND LAST APPROXIMATELY ONE HOUR.

ONCE AGAIN WE INVITE ALL SUPERVISORS TO COME AND PARTICIPATE
WITH US IN THIS EVENT.

SINCERELY,



BRIAN LEDIG
PARADE CHAIRMAN
21474 ALMADEN ROAD
SAN JOSE, CALIF 95120
268-8589

County of Santa Clara
California

Office of the Board of Supervisors
County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
299-4321 Area Code 408

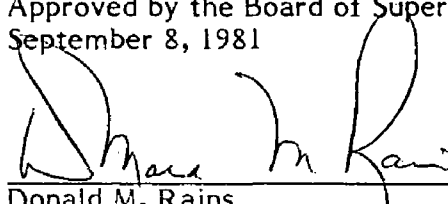
Susanne Wilson, District 1
Zoe Lofgren, District 2
Dan McCorquodale, District 3
Rod Diridon, District 4
Rebecca G. Morgan, District 5

ROADS General

PERMIT

The Board of Supervisors of the County of Santa Clara herewith approves the application of the New Almaden Community Club for the holding of a parade to be held on Saturday, September 12, 1981, beginning at Almaden Road at Bertram and proceeding along Almaden and Alamos Roads on a circuitous route to the point of beginning.

Approved by the Board of Supervisors
September 8, 1981



Donald M. Rains
Clerk, Board of Supervisors

September 11, 1981

Brian A. Ledig, Parade Chairman
New Almaden Community Club
New Almaden, California

Dear Mr. Ledig:

The Board of Supervisors at its meeting of September 8, 1981 granted your request for a Parade Permit for New Almaden Days Parade to be held September 12, 1981.

Sincerely,

BOARD OF SUPERVISORS
Donald M. Rains, Clerk

By:
Deputy Clerk

vas

July 24, 1981

New Almaden Community Club
New Almaden, California
Mr. Pepper White/Brian Ledig
Parade Chairpersons

Gentlemen:

We are returning your request for a permit for the New Almaden Days Parade with a copy of the Ordinance listing procedures to be followed when requesting a parade permit.

Please resubmit your request to the Clerk of the Board of Supervisors with the necessary information and we will schedule the matter to appear before the Board of Supervisors.

Cordially,

Dudley Matthews
Deputy Clerk

Enclosure

shall first make written application to and secure from the board of supervisors a written permit therefor. Such application shall be made by such person, or in the case of a corporation, by the manager or officer in actual charge of such business. (Code 1954, § 7.1.2-3)

Sec. B13-65. Contents of permit application.

The application for a permit under this chapter shall specify the place, or public highway, alley, sidewalk or crosswalk, or public highways, alleys, sidewalks or crosswalks, where it is intended or proposed to carry on such acts or act, and shall be accompanied by a certificate signed by at least three (3) reputable residents of the county certifying to the good moral character and reputation of the persons or person making such application. (Code 1954, § 7.1.2-4)

Sec. B13-66. Character, reputation of applicant.

No permit required by this chapter shall be granted to any person who does not bear a good character with a reputation for peace and quiet in the neighborhood in which he resides. (Code 1954, § 7.1.2-4)

Sec. B13-67. Criteria for permit issuance; evidence.

The board of supervisors, before issuing any permit under the terms of this chapter, shall first satisfy itself that the holding, managing, conducting and carrying on of any proposed parade, march or procession of any kind, other than a funeral procession, or the proposed use of any wind instrument, stringed instrument, or musical instrument, or the proposed holding or conducting of any assemblage, or the proposed making or delivering of such public speech, lecture or discourse, debate or discussion or other acts or act set forth or regulated by or in this chapter will not seriously affect the public peace, health or safety, and for this purpose may consider any facts or evidence bearing on the place where said assembly, speech, public debate or other proposed act or action is to be held or delivered or is to occur or take place

with due regard to traffic congestion at that particular point, and in addition thereto any other facts or evidence tending to enlighten said board in this respect. (Code 1954, § 7.1.2-7)

Sec. B13-68. Scope of permits.

Only one parade, march, procession or meeting, display or address, public speech, lecture, discourse, public debate or discussion shall be held, conducted, carried on or engaged in under a single permit. (Code 1954, § 7.1.2-5)

Sec. B13-69. Permits nontransferable.

The permits required under this chapter shall apply only to the person or persons in whose name or names it is issued, and to the locations, public highways or public places therein specified. Such permit shall not be transferable or assignable in any manner. (Code 1954, § 7.1.2-6)

Sec. B13-70. Revocation of permit.

The board of supervisors shall have the right, power and privilege of revoking any permit issued in accordance with this chapter for good cause. (Code 1954, § 7.1.2-8)

Secs. B13-71—B13-79. Reserved.

**CHAPTER V. REGULATION OF SMOKING IN
CERTAIN PUBLIC PLACES***

Sec. B13-80. Findings.

The board of supervisors of the County of Santa Clara does hereby find that tobacco smoke is detrimental to nonsmokers' health, welfare and comfort, especially to those who have allergies or who have cardiovascular or respiratory disease, and that tobacco smoke is a nuisance and may cause discomfort and physical irritation. (Ord. No. NS-625, § 1, 5-27-75; Ord. No. NS-625.1, § 1, 8-14-79)

*Editor's note—Ord. No. NS-625, adopted May 27, 1975, amended the Code by adding Ch. V, §§ B13-80—B13-84, as herein set out.

Sec. B13-51. Separate offenses.

If more than one publication prohibited hereunder shall be offered, exhibited, kept or displayed in violation of this chapter, at the same location by the same person, the offer, exhibiting, keeping or display of each separate publication prohibited hereunder shall constitute a separate violation of this Code. If two (2) or more publications prohibited hereunder are furnished or sold at the same time by the same person, the sale or furnishing of each shall constitute a separate violation of this Code. (Code 1954, § 6.2.2-4)

Secs. B13-52—B13-61. Reserved.

**CHAPTER IV. PARADES, PROCESSIONS
AND MEETINGS****Sec. B13-62. Permit for parade required.**

No person shall hold, manage, conduct, carry on, or cause or permit to be held, managed, conducted or carried on, any parade, march or procession of any kind other than a funeral procession or make any display of, or use, beat, or operate any wind instrument, stringed instrument or musical instrument, in or upon any public highway or public places of the county without having first obtained from the board of supervisors a written permit to do so. (Code 1954, § 7.1.2-1)

Sec. B13-63. Permit for meeting required.

No person shall hold, conduct or address any assemblage, meeting or gathering of persons, or make or deliver any public speech, lecture or discourse, or conduct or take part in any public debate or discussion in or upon any public highway, alley, sidewalk or crosswalk in the county, unless under and by authority of a written permit from the board of supervisors. (Code 1954, § 7.1.2-2)

Sec. B13-64. Permit application required.

Every person, before commencing, carrying on, engaging in, or doing any of the acts set forth or regulated by this chapter

September 3, 1981

Santa Clara County Board of Supervisors

70W. Hedding

San Jose, Calif.

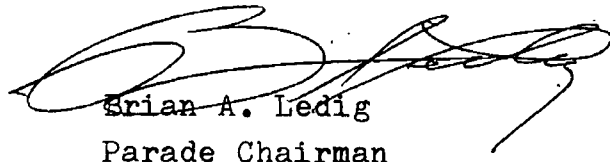
Dear Board,

On behalf of the community of New Almaden I would like to request a permit to have a parade on Saturday, September 12th in New Almaden. New Almaden.

As you may know we will be celebrating once again the quicksilver mining days of this historic area with many activities one of which will be our parade.

The parade route will start at the corners of Bertram, Almaden and Alimitos Roads and continue northly through New Almaden to where Almaden and Bertram roads meet again. We have been in contact with the County Transportation Agency to work out the details of road closure, and also with the California Highway Patrol and the Mounted Sherrifs Possey to make sure everything is handled in a safe manner.

Hope to See You There,


Brian A. Ledig
Parade Chairman

WE THE UNDERSIGNED CERTIFY TO THE GOOD MORAL CHARACTER AND REPUTATION OF BRIAN A. LEDIG

Dorothy J. Mitchell

20250 Almaden Rd
San Jose, Ca.

Agnes E. Yuseff

21611 Almaden Rd
San Jose, Ca 95120

Inda Ruffalo

21331 Almaden Rd SS 95061

memorandum

clerk of the Board



TO Board of Supervisors	FROM R.M. Shields, Director Roads Operations
SUBJECT COUNTY ROADWAY LIGHTING	DATE April 14, 1981

At the Board of Supervisors meeting of December 15, 1980, during the discussion of Agenda Item No. 29 which related to a proposed County Lighting Service Area annexation, Supervisor Wilson made the following request:

"That the Board members be provided with 'information only' letters relative to what plans have been made for low intensity lighting for conservation and to help reduce problems at the Mt. Hamilton Observatory

County roadway lighting falls into two general categories: County Lighting Service Area (CLSA) lighting which is paid for by a special service charge fee on those properties that receive benefit from the lights, and highway lighting that is paid for by the County Road Fund.

CLSA Lighting

Approximately 3,600 lights are provided through CLSA, of which 3000 of these lights are mounted on P.G. & E. owned wooden poles and are maintained by P.G. & E. P.G. & E. has been converting these lights from the previous standard (normally 175 watt) mercury vapor type lights to 70 watt or 100 watt high pressure sodium (HPS) lights for the past several years. To date, approximately 2000 of these lights have been converted. The remaining wooden pole mounted lights will be converted by P.G. & E. on a time available or lamp outage basis.

The CLSA lights mounted on metal poles are now maintained by the Transportation Agency. Only a few of these six hundred 175 watt mercury vapor lights have been converted to 70 watt HPS lights.

Highway Lighting

There are approximately 900 street lights that are considered highway lighting with the majority of these lights being located on County Expressways. These lights are typically 400 watt mercury vapor lights. Twenty-five of these lights are HPS lights either 250 watt or 150 watt depending upon the lighting requirements of the particular location. All of these 900 lights are provided with glare shields that direct the light onto the roadway and prevent extraneous light from entering the atmosphere. The glare shield thereby alleviates the problem that the Mt. Hamilton Observatory experiences with man made lighting interfering with night-time observations.

The County has not established a program for the conversion of these existing 400 watt mercury vapor lights. The following cost information was considered in the decision not to embark on a conversion program at this time.

	<u>400 Watt Mercury Vapor</u>	<u>250 Watt HPS</u>
Lamp Cost	\$ 5	\$ 68
Ballast	100	360
Fixture	<u>125</u>	<u>360</u>
Total fixed cost	\$230	\$788
Energy cost per month	9.36	6.11

As the labor cost of conversion is approximately \$130 per lamp, it would cost \$918 per installation to convert. As we currently have 875 lamps, the total conversion cost would amount to approximately \$803,000. The monthly energy savings of \$3.25 per lamp (\$9.36 - \$6.11) would amount to an annual savings of \$39 per lamp or \$34,125 for the 875 lights. Therefor the conversion program would pay for itself in approximately 23 years, assuming equal maintenance costs.

Although the energy cost factor of operating the HPS lamps is lower than mercury vapor lamps, experience indicates that maintenance costs at this time are higher due to:

- 1) Higher cost of HPS lamps
- 2) Maintenance problems and high replacement cost of HPS lamp ballasts

The current policy when new lights are to be installed is as follows:

- 1) Adding or replacing a luminaire to an existing intersection shall be done with the same type of luminaire as exists at the intersection.
- 2) High pressure sodium luminaires, 250 watt, shall be installed at new intersections. An exception to this can be made at the discretion of the Engineer where close proximity of the new intersection to existing intersections makes it appropriate to use the same type of luminaire as at the nearby intersection.

In summary, CLSA lights are now being converted while county highway lights are not. New roadway lighting is generally HPS lighting. It is intended to continue to monitor cost factors as well as other factors involved in the decision making process of whether or not to embark on a conversion program of county highway lighting.

RMS:sd

cc: Clerk of the Board ✓
 William Siegel
 JHG
 RBP
 EE

ROAD
Gen

memorandum



TO	FROM	Clerk, Board of Supervisors
Land Development Engineering		
SUBJECT	REFERRAL FROM BOARD OF SUPERVISORS	DATE 5-6-80

Board of Supervisors meeting: 5-5-80

Agenda Item No. 17.

Description: Report from Planning Dept. re Morris subdivision, Arnerich Road, Tract 5502, File 11 S 76.7.

Board of Supervisors Action: Accepted report and recommendations from Planning Dept. Referred question of improved fire access road back to Staff.

ATTEST: DONALD M. RAINS
Clerk of the Board

By: Olive V. Zampiceni

Agenda Location:

Law & Justice
APPRO MODIFICATION
Regulation
4/5 VOTE

Consent Calendar ☐

AGENDA ITEM TRANSMITTAL

M
30

Date 6/13/80

Submitted by William M. Siegel

For B/S meeting on June 28 1980

Agenda Item: TRANSFER OF FUNDS FOR THE PUBLIC DEFENDER'S OFFICE

It has been reviewed with:

___ Environmental Management Agency

___ Finance & Administration Agency

___ Transportation Agency

___ Employee Relations

___ Agency for Human Services

___ General Services Agency

___ Law & Justice Coordinator

___ County Counsel

___ Valley Medical Center

___ County Library

___ Other (indicate County government organization)

Processing Requirements:

Advisory Committees to be Notified:

CN4

memorandum

Followed up

10/6/78 *P* *10/5/78*
Roads Gen



TO	Transportation Agency	FROM	Clerk, Board of Supervisors
SUBJECT	REFERRAL FROM BOARD OF SUPERVISORS		DATE March 20, 1978

Board of Supervisors meeting: March 20, 1978

Agenda Item No. 3

Description: Sound wall behind River Glen Mobile Home Park located off Almaden Expressway.

Board of Supervisors Action: Item was deleted because the mobile home park residents were satisfied with information they received; however, Board did request that a report be provided soon relative to future plans for sound walls.

*Scotly Bruce said noise wall
Program being reconstituted - will
'83- be back' before the Board in
spring -*

ATTEST: DONALD M. RAINS
Clerk of the Board

By: Martha Fregger

memorandum

Bonds Sec



TO SUPERVISOR MC CORQUODALE	FROM LOU MONTINI, Deputy Director for Transp. Development
SUBJECT Major Highway Improvement Projects	DATE February 8, 1977

In response to a verbal request from Dennis King of your office we have identified the following major highway improvement projects that have been implemented by the Transportation Agency since 1972 for the subject area (Lawrence Expressway - Route 101 Freeway - Evergreen Valley Area of San Jose - Mt. Hamilton Range - Alameda County) as follows:

Road	Limits	Scope	Cities Affected	Year of Completion	Total County Cost
1. Capitol Ave.	Alum Rock Ave. to McKee Rd.	4 additional lanes (2 to 6), signal modification, right of way.	San Jose	1976	\$1,100,000
2. Lawrence Expwy.	Route 101 to Route 237	2 additional lanes (4 to 6), noise walls, signal modification, right of way.	Sunnyvale	1974	600,000
3. Lawrence Expwy.	East of Sandia	Pedestrian overcrossing	Sunnyvale	1974	100,000
4. Montague Expwy.	Route 101 to Route 17	New road, 2 additional lanes, (2 to 4), signals, bridge modification.	Santa Clara, San Jose	1975	2,300,000
5. Montague Expwy.	Route 17 to Route 680	2 additional lanes (2 to 4), signals, noise walls, right of way.	San Jose, Milpitas	1975	1,200,000
6. Capitol Expwy.	Tully Rd.	Northwest loop road.	San Jose	1972	100,000
7. Capitol Expwy.	Aborn Rd.	Northwest loop road.	San Jose	1974	100,000
8. San Felipe Road	Aborn Rd.	2 additional lanes (2 to 4), right of way	San Jose	Not completed (in community involvement phase).	50,000

LM:SAB:vlt

cc: Each Supervisor
Bill Siegel

REORDER CODE NO. 25-1077
26-A REV 2775

All sup rec'd 2-9-77PK

County of Santa Clara
California

Date January 25, 19 77

The Board of Supervisors at its meeting of January 24, 19 77

Referred to Herb Wylie, County Executive's Department

Agenda Item # X. Description City of San Jose intent to establish
Evergreen Area of Benefit for transportation purposes.

Directive ☐ Study and Recommendation
☐ Report
☐ Preparation of Necessary Papers
☐ Appropriate Action
☐ Reply to Writer

Remarks Referred to County Exec for review with County Counsel & Transportation
Agency and report on February 7, 1977.

ATTEST: DONALD M. RAINS, Clerk of the Board

By Helen Bohannon

RESOLUTION NO. 48280

RESOLUTION OF THE COUNCIL OF THE CITY
OF SAN JOSE SETTING THE TIME AND PLACE FOR
PUBLIC HEARING TO DETERMINE WHETHER TO
ESTABLISH AND IMPOSE FEES TO PAY FOR CON-
STRUCTION COSTS OF CERTAIN MAJOR THOROUGH-
FARES AND BRIDGE WITHIN THE PROPOSED
EVERGREEN PROJECT AREA OF BENEFIT AND
DIRECTING THE CITY CLERK TO GIVE NOTICE
OF SUCH HEARING.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:

The City Council of the City of San Jose does hereby set
Tuesday, January 25,, 1977, at 7:00 o'clock P.M.
in the Council Chambers of the City of San Jose, City Hall, located
at 801 North First Street, San Jose, California, as the time when
and the place where it will conduct a public hearing to determine
whether to establish and impose fees within a certain proposed
area of benefit hereinafter described pursuant to Section 21000
of the San Jose Municipal Code to pay for the construction costs
of certain major thoroughfares whose primary purpose is to carry
through traffic and provide a network connecting to the State
Highway System and a certain bridge over a waterway within said
area of benefit.

The description of and the boundaries of the proposed area
of benefit and the major thoroughfares and bridge which is pro-
posed to be included in the proposed project are shown on the
map consisting of six sheets entitled, "Evergreen Project Area of
Benefit", attached hereto, marked Exhibit "A" and which said map
and all material therein are hereby incorporated in full herein
and made a part hereof as though set forth at length herein.

The estimated construction (including design, acquisition of
right of way, administration of construction contracts and actual
construction) cost of the proposed planned major thoroughfares
and bridge included in the proposed project is Three Million Nine
Hundred Eighty Seven Thousand and 00/100 Dollars (\$3,987,000.00).

The proposed method of fee apportionment on undeveloped real
property (as defined in said Exhibit "A") within the proposed area
of benefit is hereinafter set forth, to wit:

FEB 7 1977

JAN 10 1976

1-24-77

transfer fees

\$2.10 per square feet of building area of each building constructed on each parcel of land used, zoned or shown on the City's General Plan as commercial.

\$71,000.00 per acre of each parcel of land used, zoned or shown on the City's General Plan as industrial.

\$590.00 for each one family dwelling.

\$516.00 for each dwelling unit in a multiple dwelling.

\$218.00 for each mobilehome lot in a mobilehome park.

Parcel of land as used herein shall mean real property shown and identified as a separate piece in the County of Santa Clara Assessor's Secured Tax Roll and Assessor's Map Book as of August 31, 1976.

The above major thoroughfare fees shall be increased in January of each year by a percentage which equals the percentage increase in the month of December preceding the January for which the increase, if any, is imposed, over the month of December of the preceding year in the construction cost index for the San Francisco Bay Area published in the Engineering News Record. (For example, if the said construction cost index for December, 1978 is 5% higher than in December, 1977, the major thoroughfare fees as they exist in 1978 shall be increased by 5% in January, 1979 for the year 1979).

Dwelling Unit as used herein shall mean a building, or portion of a building, planned or designed for use as a residence for one family only, living independently of other families or persons, and having its own bathroom and housekeeping facilities included in said unit (e.g. a one-family dwelling, and each dwelling unit in a multiple dwelling).

One Family dwelling as used herein shall mean a detached building which is planned or designed exclusively for use as one dwelling unit.

Multiple Dwelling as used herein shall mean a building, or any part thereof, which is planned or designed for use for two or more dwelling units.

Mobilehome as used herein shall mean a vehicle designed and equipped for human habitation, including but not limited to travel trailers, camp cars, recreational vehicles, tent trailers, motor homes, etc.

Mobilehome Park as used herein shall mean any area or tract of land where one or more mobilehome lots are rented or leased or held out for rent or lease to accommodate mobilehomes used for human habitation.

Mobilehome lot as used herein shall mean any area or portion of a mobilehome park designated, designed, or used for the occupancy of one mobilehome on a temporary, semi-permanent, or permanent basis.

The City Clerk of the City of San Jose is hereby authorized and directed to give notice of such public hearing by mailing, postage prepaid, a copy of this resolution and the form of Notice marked Exhibit "B" attached hereto, incorporated herein and made a part hereof at least ten (10) calendar days before the hearing date to owners of real property within the proposed area of benefit and on which major thoroughfare fees may be imposed using addresses from the last equalized assessment roll adopted prior to the date of hearing.

ADOPTED this 21st day of December, 1976,
by the following vote:

AYES: Colla, Garza, Naylor, Pegram, Self, Wilson and Hayes

NOES: None.

ABSENT: None.

Janet Gray Hayes Mayor

ATTEST:

Francis L. Greiner City Clerk

The foregoing instrument is a
correct copy of the original
on file in this office.

Attest:

FRANCIS L. GREINER

City Clerk of the City of San Jose
County of Santa Clara, State of California

By Diana L. Hoke Deputy

EVERGREEN PROJECT AREA OF BENEFIT

CITY OF SAN JOSE, CALIFORNIA

The following material is hereby designated as being part of the map entitled "Evergreen Project Area of Benefit".

LEGEND

1. Boundaries of the Area of Benefit (There is excluded from the Evergreen Area of Benefit all developed real property, that is, real property which is not undeveloped real property as defined hereinafter even though such developed real property lies geographically within the boundaries of such area of benefit.
2. Major thoroughfares whose primary purpose is to carry through traffic and provide a network connecting to the State Highway System. Location Map (I) to (III) inclusive.
3. Bridge over a waterway. Location Map (I); Major Thoroughfares as used herein includes such a bridge.

Only undeveloped real property (as that term is defined hereinafter) is included within the Evergreen Project Area of Benefit and on which major thoroughfare fees will be imposed as a condition to issuance of a building permit for a new building or buildings thereon. Therefore there is excluded from the Evergreen Project Area of Benefit all developed real property, that is, real property which is not undeveloped real property as hereinafter defined even though such developed real property lies geographically within the boundaries of such area of benefit. Permission by the City to improve land as a mobilehome lot shall be considered to be an issuance of a building permit for a new building.

Undeveloped real property shall mean and include any of the following:

- 1) Any vacant (unimproved) parcel of land as of August 31, 1976 or any parcel of land which, as of August 31, 1976, is used or zoned for agricultural purposes, on which no tentative map, parcel map or final subdivision map, P.D., or Site Development Permit has been approved or issued as of August 31, 1976 and which approval or issuance has not lapsed or become ineffective as of August 31, 1976.

2) Any parcel of land one-half acre or larger in area which, as of August 31, 1976, is improved with a dwelling unit or units but on which an additional dwelling unit or units could be developed under the City's General Plan as of March 1976.

3) Any parcel of land used, zoned or shown on the City's General Plan as of March 1976 as commercial or industrial.

Parcel of land as used herein means real property shown and identified as a separate piece in the County of Santa Clara Assessors Secured Tax Roll and Assessor's Map Book as of August 31, 1976.

Dwelling Unit as used herein means a building or portion of a building, planned or designed for use as a residence for one family only, living independently of other families or persons, and having its own bathroom and housekeeping facilities included in said unit (e.g., a one-family dwelling, and each dwelling unit in a multiple dwelling).

One Family Dwelling as used herein means a detached building which is planned or designed exclusively for use as one dwelling unit.

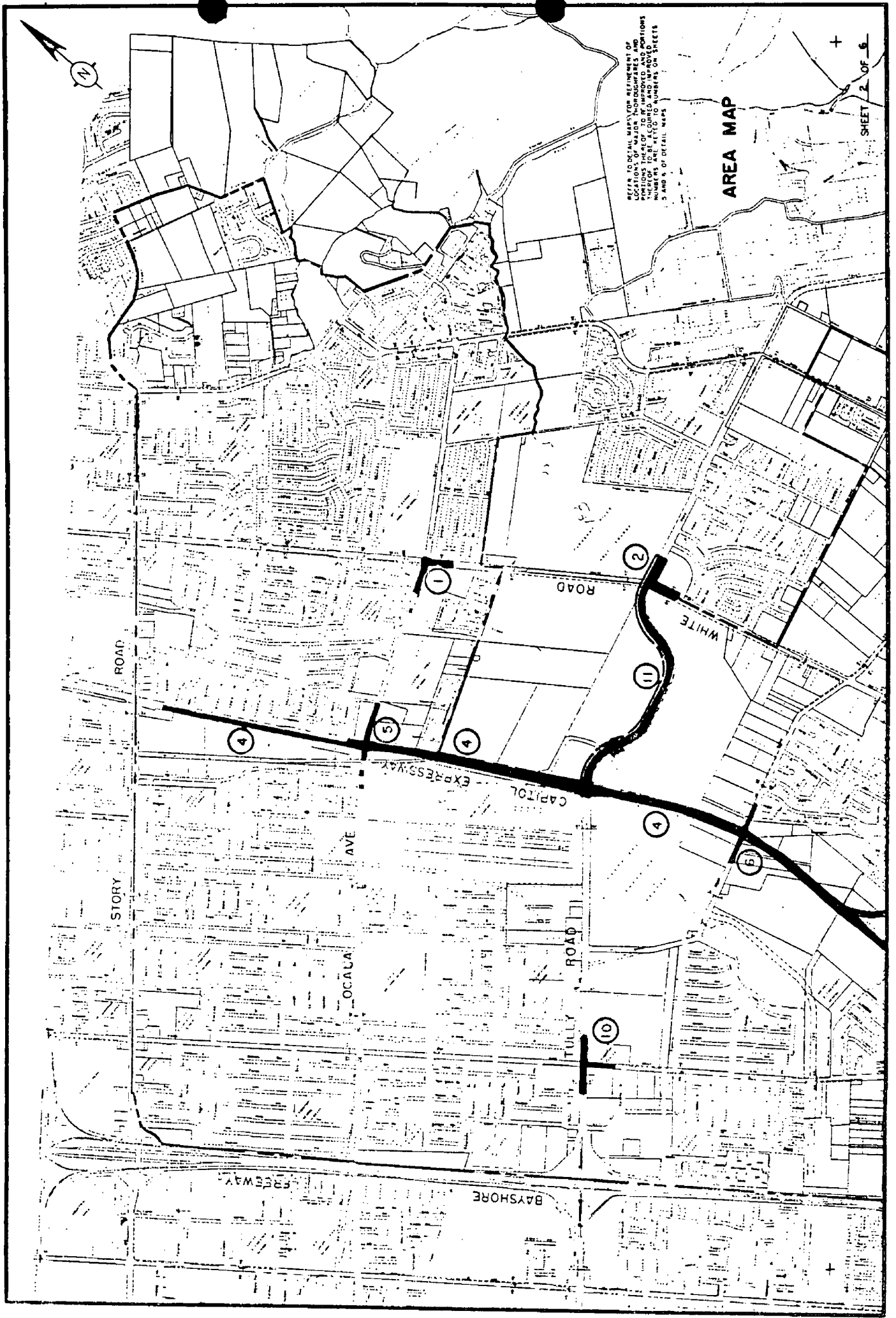
Multiple Dwelling as used herein means a building, or any part thereof, which is planned or designed for use for two or more dwelling units.

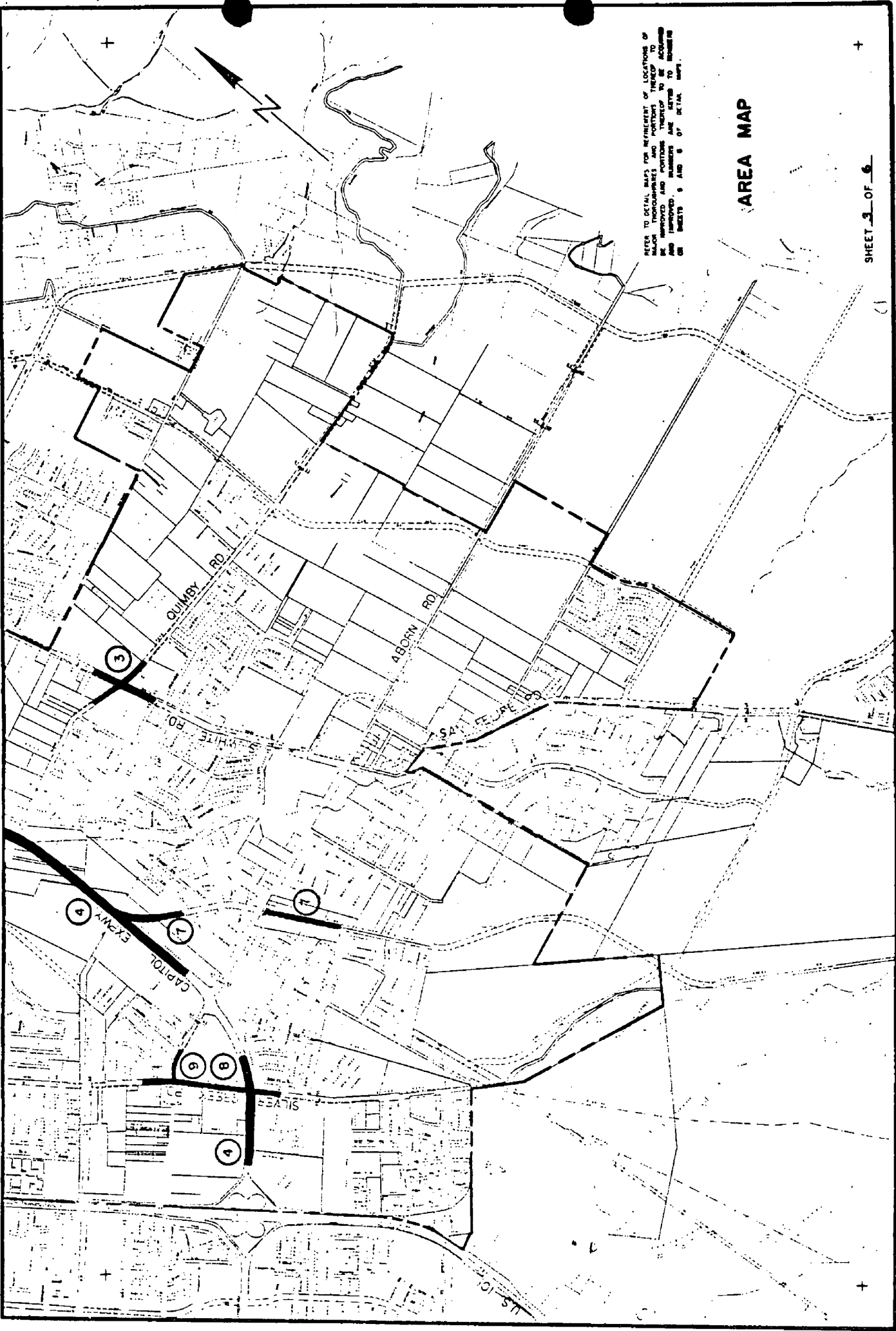
Any parcel of land not undeveloped real property as defined above as of August 31, 1976, and therefore, not included in the Evergreen Project Area of Benefit will not thereafter be included within said area of benefit even if after August 31, 1976 it becomes undeveloped real property within the meaning defined above because of changed circumstances or conditions.

Any undeveloped real property included within the Evergreen Project Area of Benefit which is not within the corporate limits of the City of San Jose shall be liable for payment of major thoroughfare fees only upon annexation to the City of San Jose of such real property and as a condition to issuance by the City of San Jose of a building permit for a new building or buildings on such property. Permission by the City to improve land as a mobilehome lot shall be considered to be an issuance of a building permit for a new building. Notwithstanding anything herein to the contrary the fees to be paid for a particular parcel shall be paid based on the use for which a building permit is applied for.

Filed in the Office of the City Clerk this 2nd day of December, 1976.

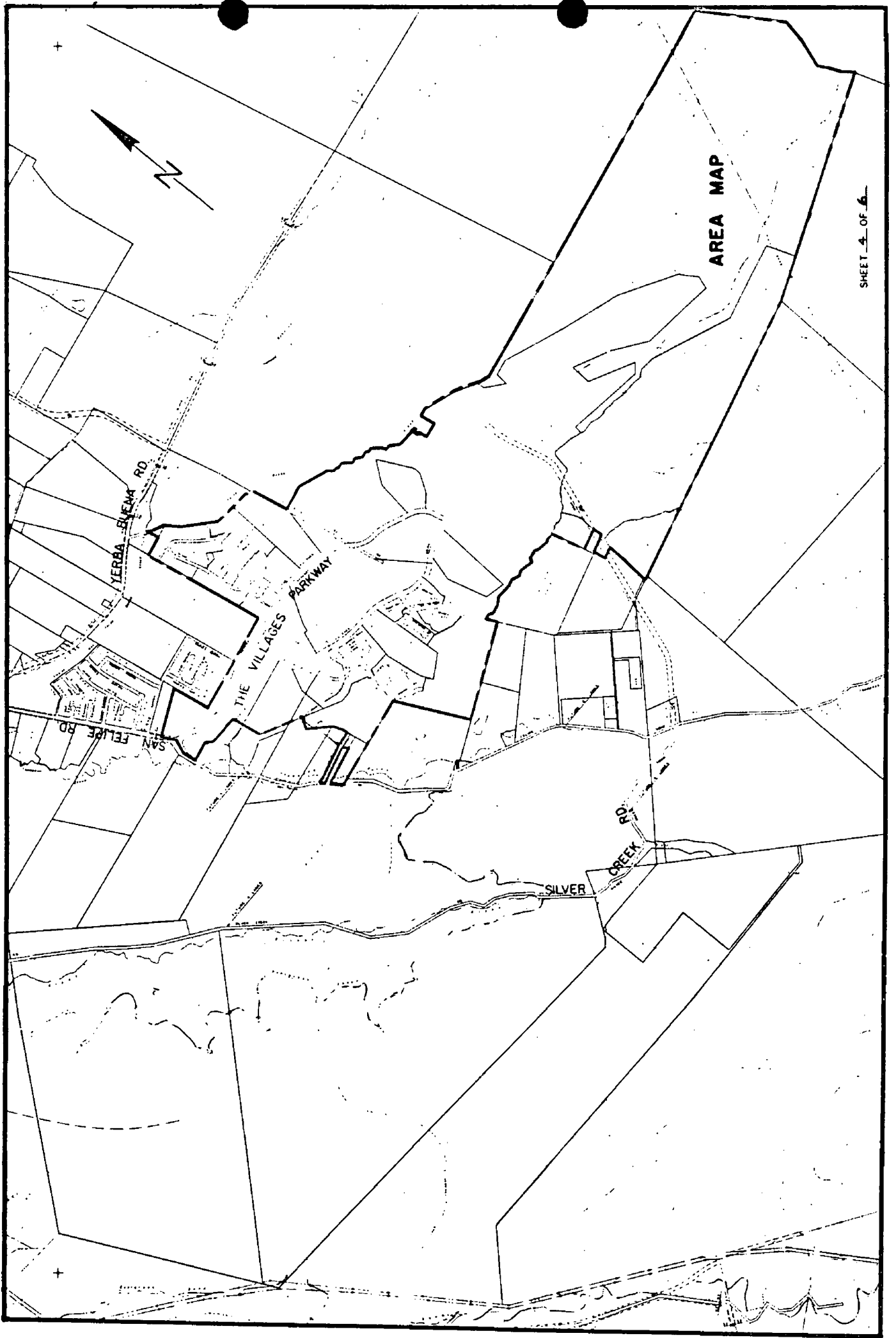
Francis L. Dreiner
City Clerk and Ex-Officio Clerk
of the Council of City of San
Jose
By Helen Jackson, Deputy

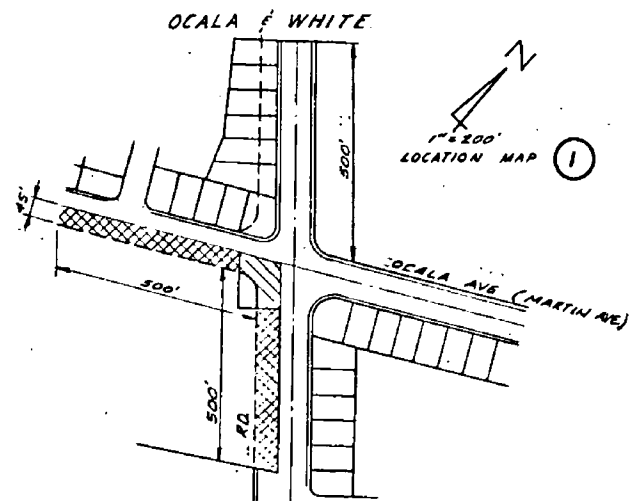




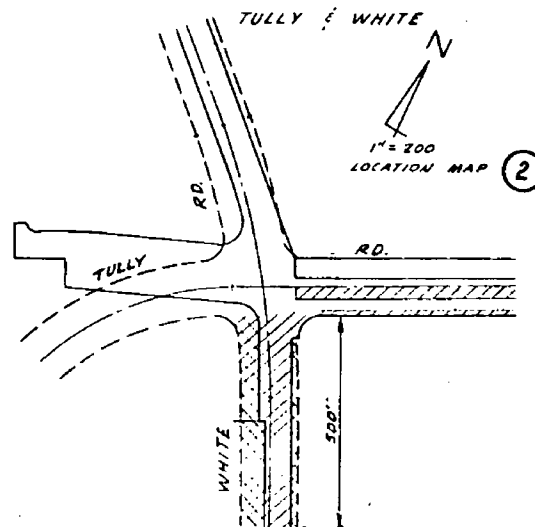
REFER TO DETAIL MAPS FOR REFINEMENT OF LOCATIONS OF
MAJOR THROUGHWAYS AND PORTWAYS. THESE MAPS
SHOW THE LOCATION OF MAJOR THROUGHWAYS AND
PORTWAYS AND ARE NOT TO BE USED FOR
CONSTRUCTION OF DETAIL MAPS.

AREA MAP

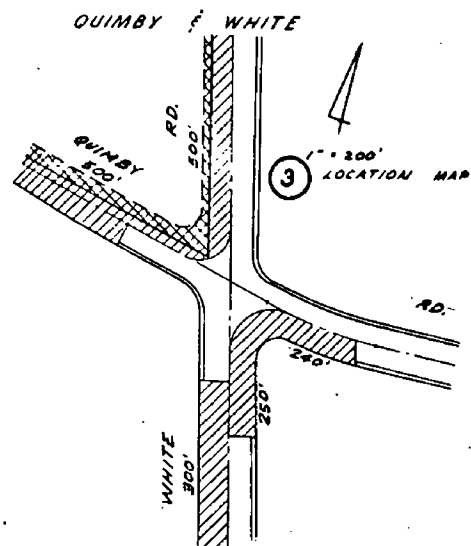




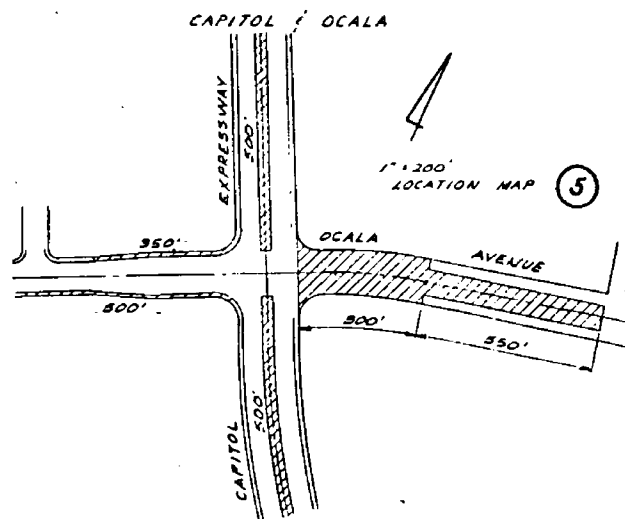
TOTAL ESTIMATED CONSTRUCTION COST - \$166,000



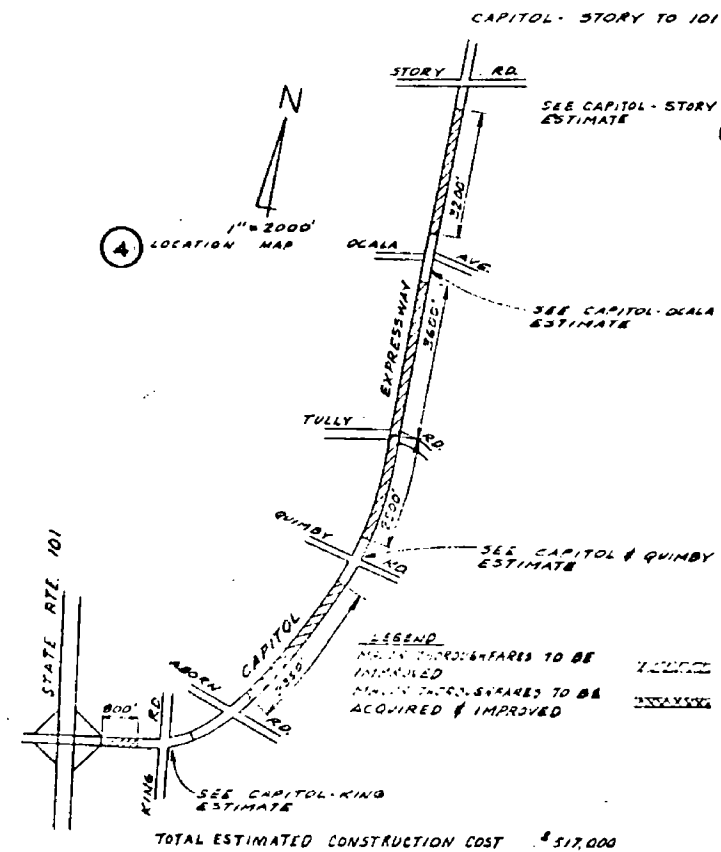
TOTAL ESTIMATED CONSTRUCTION COST - \$250,000



TOTAL ESTIMATED CONSTRUCTION COST - \$333,000



TOTAL ESTIMATED CONSTRUCTION COST - \$134,000

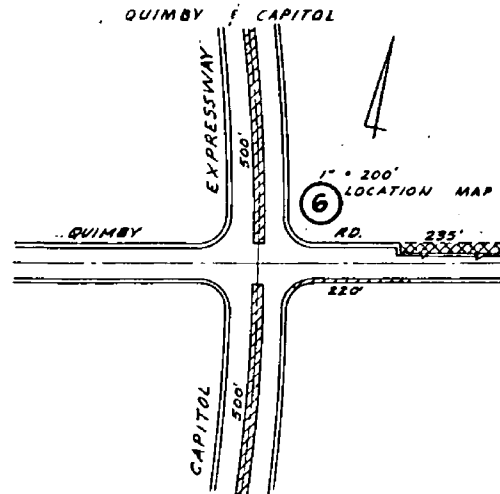


TOTAL ESTIMATED CONSTRUCTION COST - \$517,000

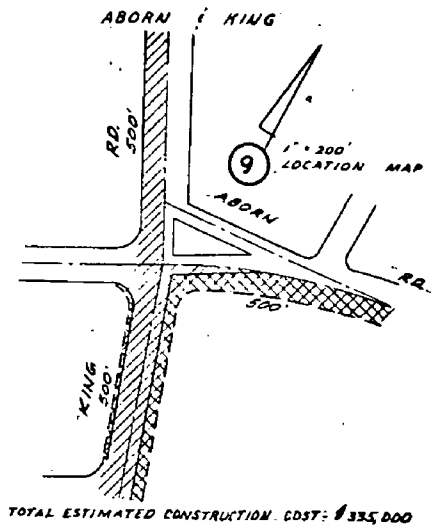
DETAIL MAP

See area maps, sheets 1 and 2 for general location thereon of Major Thoroughfares and portions thereon to be improved and portions thereon to be acquired and improved. Numbers are keyed to numbers on sheets of area maps.

DETAIL MAP

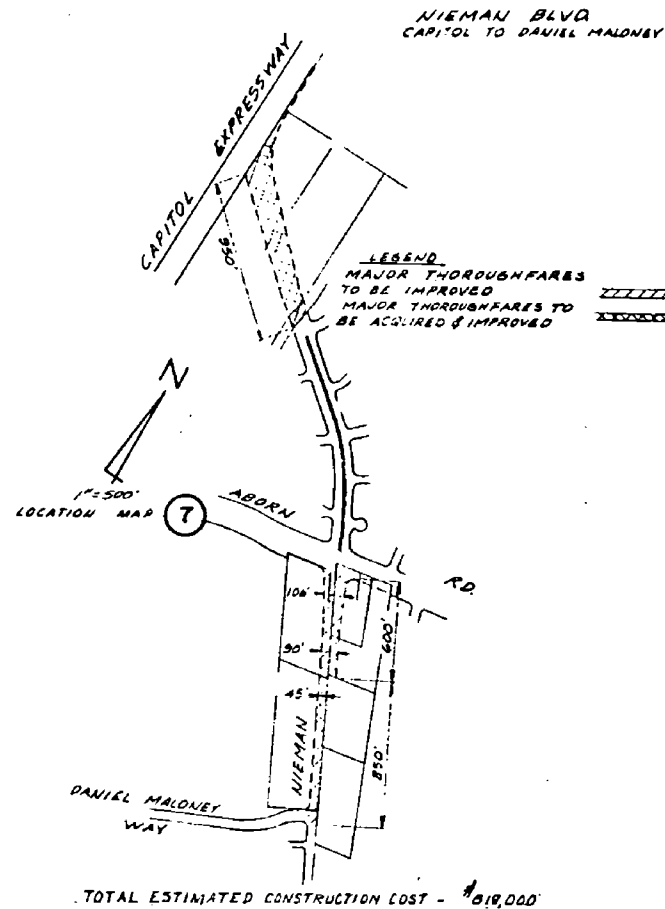


TOTAL ESTIMATED CONSTRUCTION COST - \$55,000.

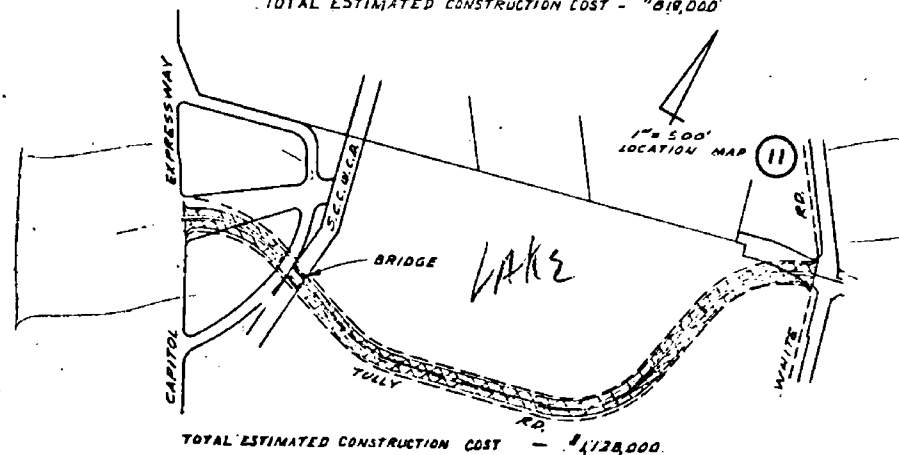


TOTAL ESTIMATED CONSTRUCTION COST: \$335,000

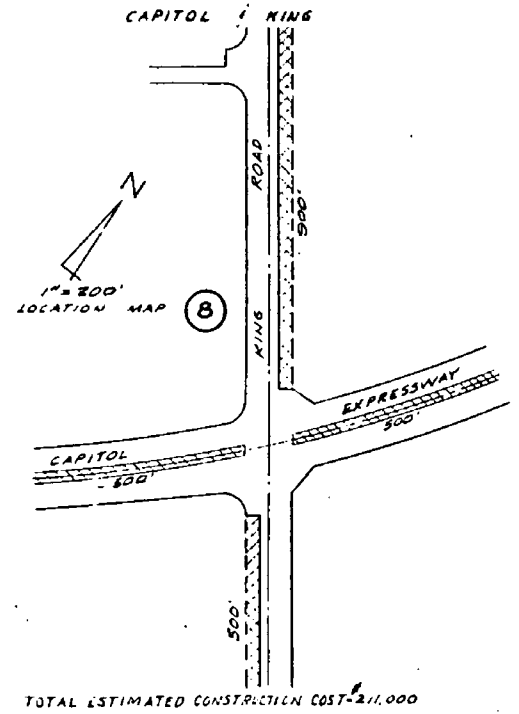
See area maps, sheets 1 and 2 for general location thereon of Major Thoroughfares and portions thereon to be improved and portions thereon to be acquired and improved. Numbers are keyed to numbers on sheets of area maps.



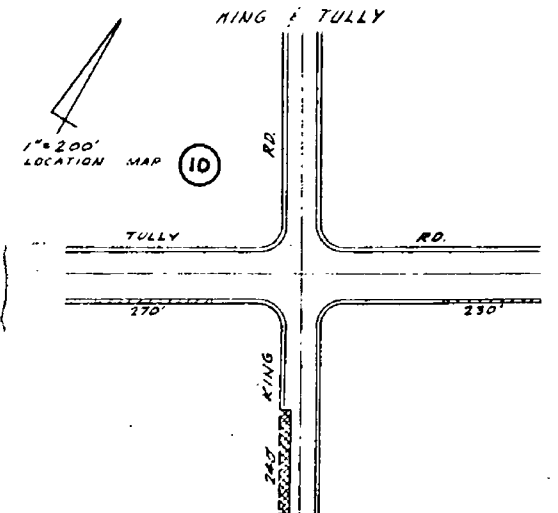
TOTAL ESTIMATED CONSTRUCTION COST - \$819,000



TOTAL ESTIMATED CONSTRUCTION COST - \$172,000.



TOTAL ESTIMATED CONSTRUCTION COST - \$211,000



TOTAL ESTIMATED CONSTRUCTION COST - \$39,000

NOTICE OF HEARING TO DETERMINE WHETHER
TO ESTABLISH AND IMPOSE FEES TO CON-
STRUCT CERTAIN MAJOR THOROUGHFARES AND
BRIDGE WITHIN A CERTAIN PROPOSED AREA
OF BENEFIT DESCRIBED HEREIN, WHICH FEES
SHALL BE APPLICABLE TO ALL PROPERTY
WITHIN THE AREA OF BENEFIT AND SHALL
BE PAYABLE AS A CONDITION OF ISSUING
A BUILDING PERMIT FOR A NEW BUILDING
OR BUILDINGS ON SUCH PROPERTY OR POR-
TIONS THEREOF.

NOTICE IS HEREBY GIVEN that a public hearing on the
25th day of January, 1977, at 7:00
o'clock P.M. in the Council Chambers of the City of San Jose in
the City Hall of said City, located at 801 North First Street,
San Jose, California, the City Council of the City of San Jose
will determine whether to establish and impose fees to pay for
the construction costs of certain major thoroughfares whose pri-
mary purpose is to carry through traffic and provide a network
connecting to the State Highway System and a certain bridge over
a waterway within a certain proposed area of benefit hereinafter
described, which fees shall be applicable to all property within
the area of benefit and shall be payable as a condition of is-
suing a building permit for a new building or buildings on such
property or a portion thereof. Permission by the City to improve
land as a mobilehome lot shall be considered to be issuance of a
building permit for a new building.

The proposed boundaries of the area of benefit, the major
thoroughfares and bridge which are proposed to be included in
the proposed project are shown on the map consisting of six sheets
and entitled, "Evergreen Project Area of Benefit,": which said map
and all material therein are marked Exhibit "A" and attached to
"Resolution of the Council of the City of San Jose Setting the
Time and Place For Public Hearing to Determine Whether to Es-
tablish and Impose Fees to Pay for Construction Costs of Certain
Major Thoroughfares and Bridge Within the Proposed Evergreen Pro-
ject Area of Benefit and Directing the City Clerk to Give Notice
of Such Hearing" incorporated therein in full and made a part
thereof as though set forth at length therein.

The estimated construction cost of the proposed planned major thoroughfares and bridge, included in the proposed project is Three Million Nine Hundred Eighty Seven Thousand and 00/100 Dollars (\$3,987,000.00).

The proposed method of fee apportionment within the proposed area of benefit is set forth in "Resolution of the Council of the City of San Jose Setting the Time and Place for Public Hearing to Determine Whether to Establish and Impose Fees to Pay for Construction Costs of Certain Major Thoroughfares and Bridge Within the Proposed Evergreen Project Area of Benefit and Directing the City Clerk to Give Notice of Such Hearing".

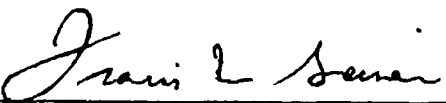
The boundaries of the area of benefit, the actual or estimated construction cost of the planned thoroughfares and bridge included in the proposed project, a fair method of allocation of such cost to the area of benefit and apportionment of fees within the area of benefit will be established at said public hearing.

At any time before the time set for the public hearing, any owner of property to be benefited by the proposed thoroughfares or bridge, included in the proposed project for which proposed fees are to be required, and whose property lies within the area of benefit, that is, owners of undeveloped real property as that term is defined in said Exhibit "A" may file a written protest with the City Clerk. Such written protest must contain a description of property owned by the protester sufficient to identify same, be signed by the owner, be accompanied by written evidence that such real property is undeveloped real property as defined in said Exhibit "A", and if the signers are not shown on the last equalized assessment roll as the owners of such property, contain or be accompanied by written evidence that such signers are the owners of such property. All such protests shall be delivered to the City Clerk and no other protests or objections shall be considered at the time set for hearing. Any person who has filed such a written protest may appear at said public hearing and be heard on the matter. The City Council shall hear and pass upon all protests made as above provided. If the City

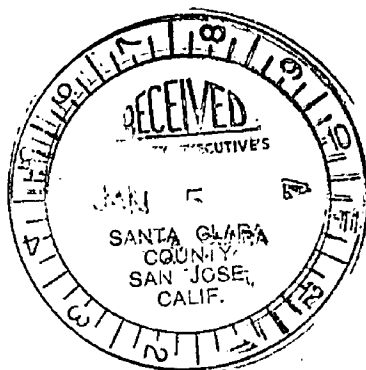
Council finds that there is a written protest made as above provided by the owners of more than one-half of the area of property of the area to be benefited that is undeveloped real property as defined in said Exhibit "A" by the construction of the thoroughfares and bridge included in the project and sufficient protests are not withdrawn so as to reduce the area represented by protests to less than one-half of that to be benefited, then the proposed proceedings shall be abandoned and the City Council shall not for one (1) year from the filing of such written protest commence or carry on any proceedings under the provisions of Section 21000 of the San Jose Municipal Code for imposition of fees to fund the construction of the same thoroughfares or bridge so protested against.

Any questions regarding any of the above may be directed to Ernest R. Walker, Department of Public Works, City Hall, Room 308, 801 N. First Street, San Jose, CA 95110. Telephone: 277-4693.

DATED: December 22, 1976



City Clerk of the
City of San Jose





Goals Set
City of Campbell

"HUB OF THE FABULOUS SANTA CLARA VALLEY"

75 NORTH CENTRAL AVENUE • CAMPBELL, CALIFORNIA 95003 • TELEPHONE (408) 378-8141

May 5, 1975

Hon. Dan A. McCorquodale
Supervisor, District #3
Santa Clara County Board of Supervisors
70 West Hedding Street
San Jose, California 95110

Dear Dan:

As requested, I discussed your advocacy of reconsideration of Santa Clara County assuming the responsibility for the major distributor and arterial thoroughfares regardless of whether they are in the incorporated or unincorporated areas, with the City Council at their last regular meeting on April 28, 1975. The Council unanimously rejected this idea as they did at one other meeting when it was discussed by the staff which resulted from some discussions between Mr. Pott and the Public Works Directors of the cities in Santa Clara County.

The City of Campbell has expended many thousands of dollars in the rebuilding and improvements to its major thoroughfares and arterial streets within its city limits. These projects have been funded through our gas tax program but the main portion of the money has come from general obligation bond issues which have been successfully approved by the electorate. The City Council was most emphatic in its decision to consider the streets which lie within its city limits as its responsibility and the maintenance and improvements of residential streets and the expressways as a responsibility of Santa Clara County.

The City of Campbell and the County of Santa Clara have in the past worked together on joint projects where a street has required improvements and lies within both the City and Santa Clara County and we hope that this kind of cooperation may continue.

We trust that this response will indicate the position of the City of Campbell in regard to the request outlined in your letter of April 15th.

Respectfully,

Rusty
Russell J. Hammer, Mayor
CITY OF CAMPBELL

RJH:ajr

cc: Campbell City Council
William G. Wren, Public Works Director

✓ all 5 read
5-15-75

TRANSMITTAL MEMORANDUM

S.D. Good's GlenPage 1 of 1DATE: November 29, 1974

10

FOR: BOARD OF SUPERVISORS AGENDA OF December 17, 19 74

FROM: CB Charles Battersby, Asst. Director

TITLE: Citizen Participation in Clean-Up Programs

DESCRIPTION:

The Transportation Agency has received a communication from Mr. Darell H. deNeveu relating to the participation by private organizations, such as the Boy Scouts, in a litter clean-up of public facilities, specifically county highways. A copy of Mr. deNeveu's letter is appended.

There is certainly an abundant supply of litter along the county highway system. The Transportation Agency has attempted to cope with this problem for many years and has been successful in maintaining the level of litter within reasonable bounds.

The Transportation Agency has cooperated in community plant-ins on the highway system for some years. These programs have been highly successful and have partially changed the attitude of many of us toward the relationship of the various parties to the highway. That program has served to make the community feel that it is an active participant in the operation and maintenance of the highway system. It is likely that a similar program could be worked out to handle a volunteer trash pick-up program as suggested by Mr. deNeveu. Such a program would involve some Agency personnel so that proper traffic control procedures could be instituted similar to those used in the plant-ins. It would be necessary that the participating groups be large enough so that an appreciable stretch of road could be cleaned up to justify the expenditure of the public resources in providing the necessary traffic control and the other logistics support necessary to the program.

It is recommended that the Agency be authorized to meet with representatives of the Boy Scouts of America, Santa Clara County Council, to see if such a program could be developed.

CB:mc

Attachment

approved copy to Transp. Agency.

cc: LM, RMS
R. Chapman, S.C.C. Council of Boy Scouts
Darell H. D. deNeveu

APPROVED BY THE BOARD OF SUPERVISORS

OF SANTA CLARA COUNTY DEC 17 1974

DONALD M. RAINS, Clerk of the Board

BY Valerie A. Hoenes
Deputy ClerkAPPROVED: JAMES POTT [Signature] HOWARD CAMPEN _____AGENDA DATA: DATE: DEC 17 1974 BOARD ACTION: _____ITEM NO: _____

November 11, 1974

Santa Clara County
Dept of Transportation
Director: Mr. James T. Pott
1555 Berger Drive
San Jose, California 95112

To Everyone Concerned:

Our city streets, county roads, and state freeways should be an embarrassment to everyone who uses them, "LITTER-ALLEY" speaking. The latter of the three is by far the worst.

I would like to propose a volunteer county wide service project supervised by the adult members of the Boy Scouts of America, Santa Clara County Council. This projects goal would be the policing, if you will, of all forms of trash dumped along our county thorough-fares.

This is no small task and would require the coordinated cooperation of all the organizations listed below, and no doubt some I have not mentioned. It would require much planning to determine the most logical approach, the safety measures, the publicity, the equipment required (i.e. Vests, Flags, Signs, Containers, Trucks - some of which the various transportation departments might consider making available, or volunteering to operate for the very worthwhile project.)

There have been marches, for one charity or another, the past few years in which the law enforcement agencies have been very helpful by patrolling the routes etc. I am proposing this same kind of cooperation for this task. I realize the bay shore (US 101) is very narrow at some points, which would rule out this plan. I also know that there are stretches of the same highway where the shoulders are very wide and would be safe under proper supervision.

If one phase of this effort can not be agreed upon by the various agencies, please do not rule out the feasibility of the remainder. I would hope we could all keep an open mind regarding this task and at least meet and discuss it.

We have a wonderful opportunity to make our county the envy of California and the nation, by cleaning up our own garbage. (i.e. bottles, cans, paper, cups, clothing, metal, etc.) Perhaps it would inspire our fellow commuters from continuing to display their bad habits on our highways.

While the whole point of this letter is to solicit the help and cooperation of all the organizations being addressed, this service project could also help the Boy Scouts of America (at the individual troop level). I would propose that

DEC 17 1974

the portion of the trash that is re-cycleable be turned over to the various troops who participate in the clean up. The remainder to be deposited at the closest municipal dump at no charge to the Scouts.

Thank you for your kind attention,

Darell H. D. deNeveu

Darell H. D. deNeveu
569 Elvis Drive
San Jose, California 95123
Troop #223
Santa Clara County Council

DHDd/jma

cc:

San Jose Police Dept.
Chief Robert Murphy
201 W. Mission
San Jose, California 95110

City of San Jose
Mayor: Norman Mineta/Janet Gray Hayes
801 N. First Street
San Jose, California 95110

San Jose Dept of Transportation
Director - Mr. Anthony Turturici
801 N. First Street
San Jose, California 95110

Santa Clara County Sheriff's Office
Sheriff J. Geary
180 W. Hedding
San Jose, California 95110

Boy Scouts of America
Santa Clara County Council
Mr. Bob Chapman-Asst Scout Executive
2095 Park Avenue
San Jose, California 95126

California Highway Patrol
Commissioner Lanza
P.O. Box #898
Sacramento, California 95804

San Jose Mercury
Managing Editor: Mr. Ben Hitt
750 Ridder Park Drive
San Jose, California 95190

San Jose News
Managing Editor: Mr. Frank Bonanno
750 Ridder Park Drive
San Jose, California 95190

California

TRANSMITTAL MEMORANDUM

S.D. 3

Page 1 of 1

DATE: February 27, 1974

8

FOR: BOARD OF SUPERVISORS AGENDA OF March 12, 1974

FROM: Larson, Engineering Services, Public Works

TITLE: Report on Ray-Nor Park Street Lights

DESCRIPTION:

On May 2, 1972, the Board of Supervisors considered a communication from Mrs. Oden, secretary of the Ray-Nor Park Improvement Association, requesting the County to investigate the possibility of installing additional street lights in the Ray-Nor Park area. The reason cited was increased crime. The matter was referred to the Department of Public Works for a report.

A review of the street lights in the general area showed that the existing street light system, which consists of lights on wood poles, did not conform to County standards for new subdivisions. A representative of the Department of Public Works discussed the matter with Mrs. Oden and attended an Association meeting on May 18, 1972. At the meeting, the Association requested that a street light be installed on each existing pole on the various streets. It was explained that this was impractical and not in accordance with adopted standards.

After some period of discussion and planning, a compromise plan that more closely approximates County standards was finally approved by the Association on February 12, 1974. A precise spacing in accordance with adopted standards for new subdivisions is not practical because of the necessity to use existing wood poles. A connection order was issued to PG&E on February 14, 1974, authorizing the installation of 25 new lights and the relocation of 7 existing lights. The company's normal material and installation time is approximately 90 days.

It is recommended that this report be accepted.

DPL:dv

Attachment

cc: Richard L. Daniels, President
Ray-Nor Park Improvement Association

APPROVED: JAMES POTT *[Signature]* HOWARD CAMPEN

AGENDA DATA: DATE: BOARD ACTION: MAR 12 1974

ITEM NO: *[Handwritten mark]*

5-2-72
Road Gen
Ray-Nor Park Improvement Association

47
April 17, 1972

Dear Sir:

I have been asked to write to you on behalf of the Raynor Park Improvement Association to see if we could have our street lighting situation looked into.

In view of the fact that the lighting has been here for a good many years and the fact that crime is on the increase we are wondering if there is a way that we could get either more lights or brighter ones in this area. ~~many~~ X

Thankyou

(Mrs) Lynn Oden sec.
1544 Eleanor way
Santa Clara, Calif. 95051

Filed away per IMR 3-1-74

MAY 2 1972 J

RECEIVED
BOARD OF SUPERVISORS

APR 20 2 19 PM '72

COUNTY OF
SANTA CLARA

February 14, 1973

Mr. Richard Daniels, Secretary
Ray-Nor Park Improvement Association
4800 Marion Way
Santa Clara, Ca. 95051

Dear Mr. Daniels:

We have received your letter relating to street lighting in Ray-Nor Park. I have talked with Public Works and they indicated that the information you have related to us in your letter, namely, that of putting a light on every pole, is what they have been waiting for.

I am forwarding a copy of your letter to the Public Works Department. They have tried to contact members of your association various times but have been unable to do so by telephone. If you could call Mr. Devincenzi at 299-2871, he would be very happy to discuss this matter with you.

Very truly yours,

BOARD OF SUPERVISORS

Gary F. Voecks
Assistant Clerk of the Board

GFV:dv

cc: Art Devincenzi, Public Works

3 February 1973

Board of Supervisors
County of Santa Clara
Room 524, County Administration Building
70 West Hedding Street
San Jose, California 95110

Dear Sir,

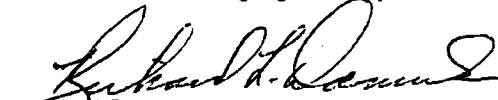
In April 1972, a letter was sent by Mrs. Lynn Oden, Secretary of the Ray-Nor Park Improvement Association, regarding street lighting in Ray-Nor park.

On May 6 the Association Secretary received a letter stating our communication was placed on the board's agenda for Tuesday, May 2, 1972 and was referred to the Department of Public Works on May 3, 1972 for report and further consideration. As of this date the Association has had no word as to what action was taken by the board. The Association would be most appreciative if you could find out and let us know what action was taken by the Department of Public Works .

As a matter of information, at our September 21, 1972 regular meeting, a vote was taken and passed by the members to have lighting put on every pole in Ray-Nor park.

If further information is needed, please don't hesitate to communicate with me. Thanking you in advance.

Sincerely yours,



RICHARD L. DANIELS

Mr. Richard L. Daniels, Secretary
Ray-Nor Park Improvement Association
4800 Marion Way
Santa Clara, California 95051

RECEIVED
BOARD OF SUPERVISORS

FEB 6 11 30 AM '73

COUNTY OF
SANTA CLARA

County of Santa Clara

California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Date May 4, 1972, 19__

The Board of Supervisors at its meeting of May 2, 1972, 19__

Referred to public Works Department

Agenda Item # 47 Description Communication from Ray-Nor Park Improvement

Assn. re improvement of street lighting system.

Directive Study and Recommendation
XX Report
 Preparation of Necessary Papers
 Appropriate Action
 Reply to Writer

Remarks See copy of attached letter.

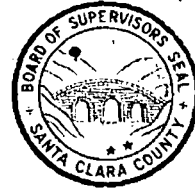
ATTEST: DONALD M. RAINS, Clerk of the Board

By D. Cobb

(SAVE)

**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**

ROOM 524 / COUNTY ADMINISTRATION BUILDING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323



April 21, 1972

**Mrs. Lynn Oden, Secretary
Ray-Nor Park Improvement Association
1544 Eleanor Way
Santa Clara, California 95051**

YOUR COMMUNICATION REGARDING **street lighting in Raynor Park**

WAS PLACED ON THE BOARD'S AGENDA FOR **Tuesday, May 2, 1972.**

kb

YOUR COMMUNICATION WAS

May 3, 1972

☐ DEFERRED TO THE BOARD MEETING OF

☒ REFERRED TO **the Department of Public Works**

☐ FOR STUDY AND RECOMMENDATION.

☒ FOR REPORT AND FURTHER CONSIDERATION BY THE BOARD ~~XX~~.

☐ OTHER

REMARKS:

IT WAS THE DECISION OF THE BOARD ON

THAT THE

BE:

☐ FILED FOR PUBLIC RECORD ☐ GRANTED ☐ DENIED ☐ ADOPTED ☐ OTHER

☐ REFERRED FOR APPROPRIATE ACTION TO:

REMARKS:

CC: Public Works Dept. (w/copy Oden ltr)

Donald M. Rains
CLERK/BOARD OF SUPERVISORS

BY _____
DEPUTY

FILE COPY

TRANSMITTAL MEMORANDUM

S.D. All

Page 1 of 1

DATE: November 7, 1973

FOR: BOARD OF SUPERVISORS AGENDA OF November 20, 1973

FROM: Larson, Manager, Engineering Services, Public Works

TITLE: Recommendation to Discontinue Reports on Deeds and Deferred Improvement Agreements

DESCRIPTION:

This office is seeking ways to decrease overhead costs and improve service to the public with the presently authorized staff. One way of helping to do this is to eliminate non-essential paper work.

By resolution of the Board of Supervisors dated July 29, 1969 the Director of Public Works was authorized to accept deeds for recording. Another resolution dated December 16, 1969 authorized the Director to accept deferred improvement agreements. These deeds and deferred improvement agreements are being reported to the Board periodically after they have been recorded. The reports are of informational value but serve no essential purpose and possibly could be eliminated.

During the fiscal year July 1, 1972 to July 1, 1973 a total of 603 deeds and deferred improvement agreements were reported to the Board of Supervisors. These reports consumed approximately 340 man hours within the Department and 22,000 sheets of Xerox paper. The total departmental cost including labor and overhead, xerox machine and materials was roughly \$3800.00. Additional time and costs are incurred by others, particularly the Clerk of the Board's office in processing the agenda material.

It is recommended that reports to the Board of Supervisors on deeds and deferred improvement agreements submitted in connection with private land development projects be discontinued.

DPL:cd

APPROVED BY THE BOARD OF SUPERVISORS
ON NOV 20 1973
DONALD A. LARSON, Manager
By _____

Orig: ADM Ho Dept
Public Works

APPROVED: JAMES POTT CPHOWARD CAMPEN Gen

AGENDA DATA: DATE: _____
ITEM NO: _____

BOARD ACTION: _____
NOV 20 1973

California

TRANSMITTAL MEMORANDUMS.D. AllPage 9 of DATE: October 1, 1973

FOR: BOARD OF SUPERVISORS AGENDA OF October 16, 1973
FROM: MONTINI, PUBLIC WORKS, ENGINEERING
TITLE: REPORT ON COUNTY COOPERATIVE HIGHWAY IMPROVEMENT PROJECTS

DESCRIPTION:

On June 26, 1973 the Board of Supervisors requested a report on the extent of County cooperative highway improvement projects.

The attached report indicates that the County participated in 15 joint agency projects for the 3-year period fiscal year 1970-71 to fiscal year 1972-73. (This report does not include resurfacing projects or contract work done by the County for other jurisdictions.) The County's cost was \$2,200,000. Annexation to the cities involved has occurred on approximately half of these projects.

It is estimated that approximately \$2,400,000 will be budgeted for similar cooperative highway projects over the current and next fiscal years.

In view of the above, the Department of Public Works is working with the Transportation Commission (Highways and Bikeways Committee) to investigate the feasibility of operating and maintaining highways in Santa Clara County by functional classification rather than by jurisdictional boundaries. It is expected that a report and recommendation on this matter will be forwarded to the Transportation Commission in the near future.

LM:vlh

attachments

cc: CB
JLC
SAB

LM APPROVED: JAMES POTT *[Signature]* HOWARD CAMPEN

AGENDA DATA: DATE: BOARD ACTION:
ITEM NO:

OCT 16 1973 *B*

memorandum

TO	LOU MONTINI, Ass't. Co. Engr.	FROM	SCOTTY BRUCE, Sr. Civil Engr.
SUBJECT	Joint Agency Highway Projects and Annexation Activity		
		DATE	August 17, 1973

Reference is made to Al Chan's memo to me dated August 17, 1973.

Our research indicates this Division participated in 15 cooperative (or joint agency) projects for the 3-year period commencing in fiscal year 1970-71 and ending in fiscal year 1972-73.

The County's cost participation in these 15 projects was as follows:

Right of Way	\$1,135,000
Construction	\$1,065,000
Total	<hr/> \$2,200,000

Of these 15 joint agency projects subsequent annexation has occurred on seven or about 47%.

A more significant statistic is that of the 10 such agreements executed in fiscal year 1970-71 and fiscal year 1971-72, 6 (60%) have received subsequent annexation activity.

In view of the above information it is my opinion that joint agency road projects do, by their very nature, spur private development and annexation adjacent to the newly improved road. This is because the future liability of improving the road by the City and/or the property owner is shifted in total or in part to the County.

On the other hand we enter into these agreements because the existing conditions warrant improvements in safety, capacity and congestion relief characteristics. Without joint effort through city-county roadway improvement projects, many of these substandard and/or deficient sections would not be developed or redeveloped for years. In brief, what I am saying is that we cannot expect, nor should we expect, the same degree of development and annexation activity to occur if a roadway is either developed by government action or is left up to the responsibility of land development procedures.

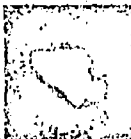
The approved road budget for fiscal year 1973-74 contains approximately \$600,000 for joint agency highway improvement projects.

In addition the proposed road budget for fiscal year 1974-75 will contain more than \$1,800,000 for joint agency projects. It should be noted that the majority of this money is associated with 2 projects to be improved in cooperation with the City of San Jose: (1) Capitol Avenue between Alum Rock Ave. and McKee Road; and (2) San Felipe Road between Aborn Road and Yerba Buena Road.

SAB:vlh
attachment

OCT 16 1973

memorandum

	TO	SCOTTY BRUCE, Sr. Civil Engr.	FROM	AL CHAN, Project Engr.
	SUBJECT	Statistics on Co-op Projects		DATE August 17, 1973

The following are co-op projects which involved road improvement or signal installation since 1970. Our research has indicated that some annexation activities have occurred since the County had executed the co-op agreement with various agencies.

As indicated in the table, about half of these co-op projects resulted in some annexation activities subsequent to the improvement.

Other co-op projects not indicated in the table are projects involving resurfacing of roadways. Our research indicated that resurfacing does not encourage any significant amount of annexation.

AKC/tab

MEMORANDUM

Road & Project Limits	Nature of Improvement	F.Y. Agreement Executed	Agencies Contributing Funds	Co. Cost	Other Agencies Cost	Total Cost	Annexation Since Improvement
Bascom Ave. (Stevens Cr. to Union)	Rd. Impr.	1970	State San Jose Campbell	R/W 646,000 Const. 426,400	S.J. Const. 268,100 Camp. Const. 20,600 State 658,800	2,019,900	Yes
Bascom Ave. (Hamilton to Apricot)	Rd. Impr.	1970	State Campbell	48,100	Campbell 157,500 State 157,600	363,200	Yes
Bascom Ave. (Union to Fruitdale)	Rd. Impr.	1970	State San Jose Campbell	R/W 259,000 Const. 205,000	San Jose 396,000 Camp. 3,000 State 518,000	1,381,000	Yes
Bascom Ave. (@ Fruitdale Ave.)		1970	San Jose	15,500	San Jose 15,500	31,000	No
Monterey Rd. (Alma to Curtner)	Rd. Imp. Assessment District	Feb. '70	State San Jose	100,000 max. R/W			No

TO: SCOTTY BRUCE
FROM: AL CHAN, Proj. Engr.
SUBJECT: Statistics on Co-Op Projects
DATE: 8/17/73

Road & Project Limits	Nature of Improvement	F.Y. Agreement Executed	Agencies Contributing Funds	Co. Cost	Other Agencies Cost	Total Cost	Annexation Since Improvement
Blossom Hill @ Kooser Pearl Cahalan	Signal Installation	Aug. '70	San Jose	35,845	San Jose 89,289	125,134	Yes
Prospect Rd. (Saratoga Cr. to Johnson)	Spot Road Improvement	June '71	San Jose Saratoga	25,000	Contribution		Yes
Prospect Rd. (English to Brook-Glen)	Road Improvement	June '71	San Jose Saratoga	98,155	124,925 Total	223,080	Yes
Snell Rd. @ Future West Valley Frwy.	Road Improvement	Apr. '71	San Jose	15,000	Contri.		No
Daves Ave. @ Daves Cr. Rd. Impr.	Culvert & Rd. Impr.	May '72	Monte Sereno	6,000	Contri.		No

TO: SCOTTY BRUCE
SUBJECT: Statistics on Co-Op projects

FROM:

AL CHAN, Proj. Engr.

DATE: August 17, 1973

Road & Project Limits	Nature of Improvement	F.Y. Agreement Executed	Agencies Contributing Funds	Co. Cost	Other Agencies Cost	Total Cost	Annex. Since Improve.
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Blossom Hill @ Harwood Blossom Hill @ Leigh S. Bascom @ Samaritan	Signal Installation	Sept. '72	Los Gatos San Jose	21,000			Yes
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Camden Ave. Rd. (Bose to Trinidad)	Improve.	Jan. '73	San Jose	25,000 Contrib.			No
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Moorpark Ave. @ Race	Rd. Improve.	June '73	San Jose	R/W 30,000 Constr. 80,000	S.J. 40,000	120,000 Plus R/W	No
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Winchester Ave. (Stevens Cr. to Bellomy)	Rd. Impr.	Aug. 2/73	Santa Clara	15,000 Contrib.			No
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Capitol Ave. Rd. Impr. (McKee to Alum Rock)	Rd. Impr.	June '73	San Jose	100,000 R/W 50,000 Constr.			No, when project ultimately improved roadway will be annexed to city.
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TO: SCOTTY BRUCE
SUBJECT: Statistics on Co-Op Proj.

FROM:

AL CHAN, Proj. Engr.

DATE: August 17, 1973

County of Santa Clara

California

Office of the County Counsel
507 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2111 Area Code 408

William M. Siegel, County Counsel

July 17, 1972

Dr. Harold T. Santee, Superintendent
Palo Alto Unified School District
25 Churchill Avenue
Palo Alto, California 94306

Subject: School district may no longer participate in
expense of installation of traffic control
signal.

Dear Dr. Santee:

On Wednesday, June 13, 1972, it came to my attention that your school district, working in conjunction with the County of Santa Clara, has proposed to contribute up to \$8,000 toward the cost of installation of a traffic control signal across Stanford Avenue for purposes of facilitating student access from a portion of the Stanford Campus directly to Lucille M. Nixon Elementary School. (See Board of Supervisors Agenda for 7/11/72, item #17.) The purpose of this letter is to advise you that we have just learned that 1971 legislation repealed your authority to contribute to the cost of such a traffic control signal as of May 3, 1972.

Concerned parents in the vicinity of Nixon Elementary School requested installation of a traffic control device across Stanford Avenue. If the "warrants" (e.g. guidelines established by appropriate local authority) had been met in the vicinity of Nixon School, the County of Santa Clara would have installed signals and paid for them, all as required by California Vehicle Code sections 21372 and 21373. However, the warrants are not met in this case.

California Vehicle Code section 21367 was the source of authority for school districts to contribute funds toward the installation of traffic control devices which either abut upon or are adjacent to a school. Section 21367 was specifically amended in 1965 (Stats. 1965, Ch. 1976, p. 4502, §1) to require that one-half the cost of flashing signals be paid by school districts and to allow up to one-half the cost of official traffic control signals to be paid by school districts at their discretion. Since 1965, section 21367 has been the legal source for agreements between school

July 17, 1972

districts and local jurisdictions, including the County of Santa Clara, whereby a school district contributes up to one-half the cost of traffic control signals.

However, Assembly Bill 1061 (Burke), approved and filed on July 1, 1971, repealed section 21367 of the Vehicle Code.* (Stats. 1961, Ch. 253, p. ____, §1.) No attempt was made by the Legislature to introduce a comparable statute. Instead, the "flashing signal" aspects of 21367 were transferred by A.B. 1061 to Vehicle Code section 21372 so that now, if the warrants are met, the total cost of installation of all traffic control devices near schools (for the purpose of protecting students going to and from school) must be borne by the appropriate local jurisdiction rather than the school district. (Vehicle Code section 21373.) With the repeal of 21367 school districts lost their authority to contribute to signalization, whether the warrants are met or not.

I recognize that this information, which has just come to the attention of this office, will have a direct impact on the possibility of installing traffic control signals near Nixon School. However, it appears that the Legislature consciously intended to remove school district authority to contribute to such installation. If any modification is in order, recourse to further legislation is required. Until the substance of 21367 is reenacted, it is our view that school districts may not contract to pay a share of signalization costs, such authority having expired on May 3 of this year.

Very truly yours,

WILLIAM M. SIEGEL
County Counsel

Leland D. Stephenson
Deputy County Counsel

LDS:lg

cc: Board of Supervisors
Howard W. Campen
James T. Pott
Louis Montini
Gerald Thompson
William Siegel

*Note that the repeal of 21367 became effective on May 3, 1972, instead of March 4, 1972, the effective date for all other legislation. This occurred because a 1971 omnibus statute provided that the operative date of Vehicle Code sections is the 121st day after adjournment of the session, rather than the 61st day as provided by the constitution. (Veh. Code §1.5, Stats. 1971, Ch. 450, p. ____, §1, urgency, effective August 2, 1971.)

Boards Gen

October 5, 1971

A. J. Raisch Paving Co.
99 Pullman Way
San Jose, California

Subject: Bid submitted for Resurfacing of Uvas Road,
Daves Avenue, Westmont Ave., Pollard Rd.,
and for supplying 500 Survey Monument Boxes

Gentlemen:

This is to advise that the Board of Supervisors on
October 5, 1971 rejected all bids for the subject
contract.

This project will be readvertised next Spring at which
time you will again be invited to bid.

Very truly yours,

BOARD OF SUPERVISORS

Donald M. Rains
Clerk, Board of Supervisors

DMR:bg

cc: Public Works

October 5, 1971

Leo F. Piazza Paving Co.
985 Blossom Hill Road
San Jose, California 95123

Subject: Bid submitted for Resurfacing of Uvas Road,
Daves Avenue, Westmont Ave., Pollard Rd.,
and for supplying 500 Survey Monument Boxes

Gentlemen:

This is to advise that the Board of Supervisors on
October 5, 1971 rejected all bids for the subject
contract.

This project will be readvertised next Spring at which
time you will again be invited to bid.

Very truly yours,

BOARD OF SUPERVISORS

Donald M. Rains
Clerk, Board of Supervisors

DMR:bg

cc: Public Works

County of Santa Clara

2 b.

Department of Public Works
County Office Building
20 West Hedding Street
San Jose, California 95110

California

September 30, 1971

RESURFACING OF UVAS ROAD, DAVES AVENUE, WESTMONT AVENUE, POLLARD
ROAD, AND FOR SUPPLYING 500 SURVEY MONUMENT BOXES.

GRANITE CONSTRUCTION CO.

PIAZZA PAVING CO.

* RAISCH PAVING CO.

ENGINEER'S ESTIMATE

*all bids
rejected*

~~\$~~ 83,575.00

~~\$~~ 79,765.00

\$ 70,000.00

County of Santa Clara

California

Department of Public Works
County Office Building
20 West Hedding Street
San Jose, California 95110

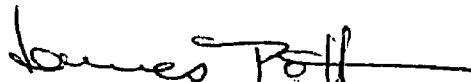
September 30, 1971

The Honorable Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, California 95110

Gentlemen:

The Engineer's estimate for Resurfacing of Uvas Road,
Daves Avenue, Westmont Avenue, Pollard Road, and for supplying
500 Survey Monument Boxes is \$ 70,000.

Respectfully submitted,


JAMES T. POTT
Director of Public Works

JTP:js

PROOF OF PUBLICATION

(2015.5 C.P.)

LOS GATOS TIMES - SARATOGA OBSERVER
Box 187, Los Gatos 354-3906

STATE OF CALIFORNIA,
County of Santa Clara

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Los Gatos Times - Saratoga Observer, a newspaper of general circulation, printed and published Tuesday and Friday in the Town of Los Gatos, California, County of Santa Clara, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Santa Clara, State of California, under the date of

May 28, 1952

Case Number 83631 that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit: Sept. 14, 21,

all in the year 1971

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Gatos, California, this 21

day of Sept. 1971

John C. Richards
Signature

(3445)

RECEIVED
BOARD OF SUPERVISORS

This space is for the County Clerk's Filing Stamp
SEP 23 11 31 AM '71

COUNTY OF
SANTA CLARA

Proof of Publication of

NOTICE TO BIDDERS

Paste Clipping
of Notice
SECURELY
in This Space

NOTICE TO BIDDERS

Notice is hereby given that sealed bids will be received by the Clerk of the Board of Supervisors of the County of Santa Clara, State of California, in the Office of the Clerk, County Administration Building, Room 524, 70 West Hedding Street, San Jose, California, 95110, up to 2:00 o'clock p.m., SEP 30, 1971 for the resurfacing of:

UVAS ROAD — Between A Point 0.2 mi North of Casa Loma Road and A Point 1.4 mi South of Casa Loma Road.

DAVES AVENUE — Between A Point 350 feet Westerly from Equestrian Way and A Point 160 feet Westerly from Via Caballero.

WESTMONT AVENUE — Between Harriet Ave and San Tomas Aquino Road.

POLLARD ROAD — Between A Point 0.04 mi West from Abbott Avenue and Westerly to the tracks of the Southern Pacific Company.

And for supplying 500 survey monument boxes in the County of Santa Clara, State of California, in accordance with plans and specifications on file for the work in the Office of the Clerk of the Board of Supervisors.

The bids will be opened by the Clerk of the Board of Supervisors at the time and place above stated, and a report of the names of all bidders and the amount of each bid will be made by the Clerk to the Board of Supervisors at the next regular or special meeting of the Board following the date of opening of the bids.

"Workmen employed in the work must be paid at the rates at least equal to the prevailing wage rates last adopted by the Board of Supervisors of the County of Santa Clara, which rates are filed in the Office of the Clerk of the Board of Supervisors, incorporated herein be reference, and copies of which are available to any interested parties on request."

The County of Santa Clara is an equal opportunity employer and all contractors on County projects are urged to follow a policy of affirmative action in regard to the requirements of Executive Order 11246, as well as the regulations of the Fair Employment Practice Commission of the State of California.

Each bid must be accompanied by cash, a certified or cashiers check or a bidder's bond in the sum of not less than 10% of the total aggregate of the bid, and the checks or bond shall be made payable to the order of the County of Santa Clara.

All bids must be addressed to the Chairman of the Board of Supervisors of the County of Santa Clara, and shall bear the title or name of the work to be constructed.

The Board of Supervisors reserves the right to reject any and all bids or to waive any errors or discrepancies.

Time limits for the completion of the work is 10 working days. Liquidated damages shall be assessed in the amount of \$100 for each calendar day the work remains incomplete beyond the time fixed above for completion.

Plans and specifications may be secured from the Department of Public Works, 20 West Hedding Street, San Jose, California 95110, upon payment of \$5.00 per set as a deposit. If these documents are returned in good condition within ten (10) days after the date set for the opening of the bids, the full amount of the deposit will be returned. Credit will be given for specifications returned with the bid submitted to the Clerk of the Board of Supervisors.

By order of the Board of Supervisors of the County of Santa Clara, State of California, on SEP 7, 1971

ATTEST:
DONALD M. RAINS
Clerk, Board of Supervisors
PUBLISH: Sept. 14, 21, 1971
(3445)

County of Santa Clara

California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Sig Sanchez, District 1
Dominic L. Cortese, District 2
Charles A. Quinn, District 3
Ralph H. Mehrkens, District 4
Victor Calvo, District 5

September 7, 1971

Los Gatos Times-
Saratoga Observer - Legal Dept.
114 Royce Street
Los Gatos, California

Subject: Notice to Bidders re the resurfacing of 4 co. roads

Gentlemen:

Please publish the enclosed ~~Notice to Bidders~~
on Tuesdays, September 14 & 21, 1971

Please send two (2) copies of the bill and one (1)
affidavit to this office immediately following publication.

Very truly yours,

Donald M. Rains
Clerk of the Board

DMR:rd

NOTICE TO BIDDERS

Notice is hereby given that sealed bids will be received by the Clerk of the Board of Supervisors of the County of Santa Clara, State of California, in the Office of the Clerk, County Administration Building, Room 524, 70 West Hedding Street, San Jose, California 95110, up to 2:00 O'clock p.m., SEP 30 1971, for the resurfacing of:

Uvas Road - Between A Point 0.2 mi North of Casa Loma Road and A Point 1.4 mi South of Casa Loma Road.

Daves Avenue - Between A Point 350 Feet Westerly from Equestrian Way and A Point 160 Feet Westerly from Via Caballero.

Westmont Avenue - Between Harriet Ave and San Tomas Aquino Road.

Pollard Road - Between A Point 0.04 Mi West from Abbott Avenue and Westerly to the tracks of the Southern Pacific Company.

And for supplying 500 survey monument boxes in the County of Santa Clara, State of California, in accordance with plans and specifications on file for the work in the Office of the Clerk of the Board of Supervisors.

The bids will be opened by the Clerk of the Board of Supervisors at the time and place above stated, and a report of the names of all bidders and the amount of each bid will be made by the Clerk to the Board of Supervisors at the next regular or special meeting of the Board following the date of opening of the bids.

"Workmen employed in the work must be paid at the rates at least equal to the prevailing wage rates last adopted by the Board of Supervisors of the County of Santa Clara, which rates are filed in the Office of the Clerk of the Board of Supervisors, incorporated herein by reference, and copies of which are available to any interested parties on request."

The County of Santa Clara is an equal opportunity employer and all contractors on County projects are urged to follow a policy of affirmative action in regard to the requirements of Executive Order 11246, as well as the regulations of the Fair Employment Practice Commission of the State of California.

Each bid must be accompanied by cash, a certified or cashiers check or a bidder's bond in the sum of not less than 10% of the total aggregate of the bid, and the checks or bond shall be made payable to the order of the County of Santa Clara.

All bids must be addressed to the Chairman of the Board of Supervisors of the County of Santa Clara, and shall bear the title or name of the work to be constructed.

The Board of Supervisors reserves the right to reject any and all bids or to waive any errors or discrepancies.

Time limit for the completion of the work is 10 working days. Liquidated damages shall be assessed in the amount of \$100 for each calendar day the work remains incomplete beyond the time fixed above for completion.

Plans and specifications may be secured from the Department of Public Works, 20 West Hedding Street, San Jose California 95110, upon payment of \$ 5.00 per set as a deposit. If these documents are returned in good condition within ten (10) days after the date set for the opening of the bids, the full amount of the deposit will be returned. Credit will be given for specifications returned with the bid submitted to the Clerk of the Board of Supervisors.

By order of the Board of Supervisors of the County of Santa Clara, State of California, on SEP -7 1971.

ATTEST:

Donald M. Rains
Clerk, Board of Supervisors

County of Santa Clara

California

TRANSMITTAL MEMORANDUM

S.D. 1 & 4

Page ___ of ___

DATE: August 30, 1971

FOR: BOARD OF SUPERVISORS AGENDA OF September 7, 1971
FROM: MONTINI, ENGINEERING, PUBLIC WORKS
TITLE: PLANS AND CONTRACT DOCUMENTS FOR RESURFACING UVAS ROAD,
DAVES AVE., WESTMONT AVE., POLLARD RD. AND FOR SUPPLYING
500 SURVEY MONUMENT BOXES

DESCRIPTION:

This project provides for the resurfacing of:

Uvas Road - between 0.2 mi. north of Casa Loma Road and
1.4 mi. south of Casa Loma Road.

Daves Avenue - between 350 feet westerly from Equestrian
Way and 160 feet westerly from Via Caballero.

Westmont Avenue - between Harriet Ave. and San Tomas Aquino
Road.

Pollard Road - between 0.04 mi. west of Abbott Avenue to
the tracks of the Southern Pacific Company.

And for supplying 500 survey monument boxes.

The work on Uvas Road, Westmont Avenue and Pollard Road is entirely within the County's jurisdiction. The work on Daves Avenue is within the city limits of Monte Sereno and is covered by a cooperative agreement with Monte Sereno. This agreement was executed by the Board of Supervisors on June 2, 1971.

Funds for the County's share of the costs are available in the 1971-72 Resurfacing Budget.

Suggested bid opening date: September 30, 1971.

Price: \$5.00.


Working Days: 10

Approval is recommended.

The City of Monte Sereno should be named as additional insured.

LM:WW:vlh
attachments

APPROVED: JAMES POTT 

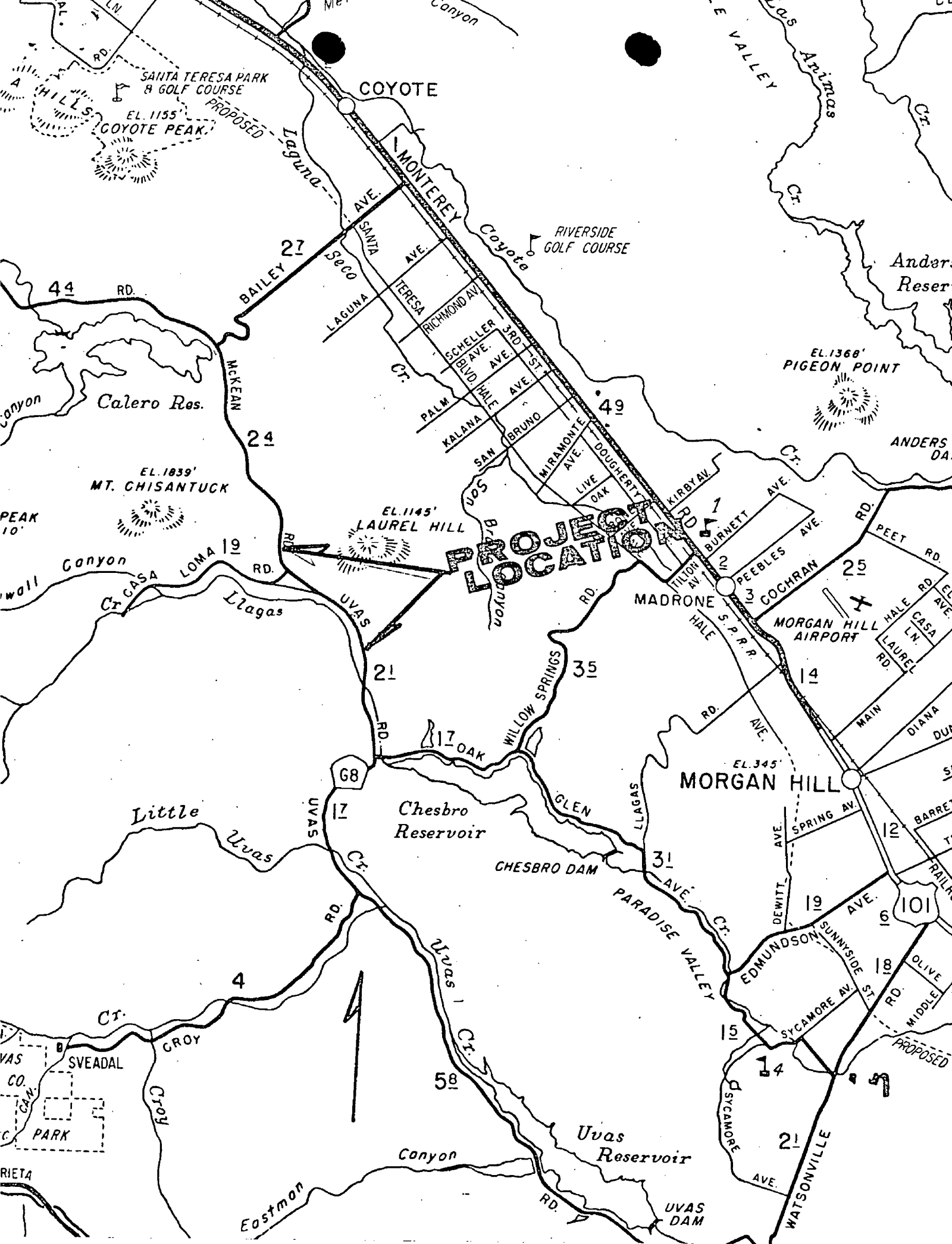
SEP 7 1971
HOWARD CAMPEN 

AGENDA DATA: DATE: _____

BOARD ACTION: _____

ITEM NO: _____





Bonds Gen

SEPTEMBER 24, 1971

WATTIS CONSTRUCTION CO., INC.
964 STOCKTON AVENUE
SAN JOSE, CA. 95110

SUBJECT: BID FOR RECONSTRUCTION OF PORTLAND CEMENT
CONCRETE CURB, CURB AND GUTTER, SIDEWALK
DRIVEWAY APPROACHES AND ISLAND PAVING

GENTLEMEN:

THIS IS TO ADVISE THAT THE BOARD OF SUPERVISORS ON
SEPTEMBER 21, 1971 REJECTED YOUR BID FOR THE SUBJECT
CONTRACT.

THIS ITEM WAS REFERRED BACK TO THE COUNTY PUBLIC WORKS
DEPARTMENT AND WILL BE REBID AT A LATER DATE.

VERY TRULY YOURS,

BOARD OF SUPERVISORS

DONALD M. RAINS
CLERK OF THE BOARD

DMR:DC

CC: PUBLIC WORKS

San Francisco Daily Pacific Builder

2450 17th Street • San Francisco, California 94110 •
AN F.W. DODGE/MCGRAW-HILL NEWSPAPER

Has the Contract Been Awarded on
this Project?

index # 8 date 9/17/71

County of Santa Clara
Jean Pullan (County Clerk)
70 W. Hedding Street, Rm 524
San Jose, CA 95110

project Portland Cement Concrete Curb, Curb
& Gutter, Sidewalk, Etc.
location Santa Clara Co., Various Locations
owner County of Santa Clara

Will you please use this form to provide us the name of the successful contractor on the above job. If contract has not been awarded, kindly indicate in the space provided. Your reply, mailed in the enclosed Business Reply envelope will be greatly appreciated. Thank you.

Reporter Nick LaRocco

Contractor's Name: _____

Contractor's Address: _____
(street & number) (city)

Amount: \$ _____

When will work start? _____
(date)

If started, how far has the work progressed? _____

If Contract Has Not Been Awarded:

Will bids be rejected and new bids taken: Yes ☐ No ☐

If yes, when will revised plans be ready for figuring? _____

If no, approximate date contract will be awarded _____

Signed: _____

Date: _____

PLEASE HOLD THIS FORM UNTIL JOB IS
AWARDED OR BIDS REJECTED

RECEIVED
BOARD OF SUPERVISORS
SEP 20 9 33 AM '71
COUNTY OF
SANTA CLARA

County of Santa Clara

2 b.

Department of Public Works
County Office Building
20 West Hedding Street
San Jose, California 95110

California

SEPTEMBER 16, 1971

RECONSTRUCTION OF PORTLAND CEMENT CONCRETE CURB, CURB AND GUTTER,
SIDEWALK, DRIVEWAY APPROACHES AND ISLAND PAVING.

APARICO CEMENT CONTR.

CHAIDES CONST. CO.

WATTIS CONST. CO.

\$ 46,515.00

ENGINEER'S ESTIMATE

\$ 10,000.00

County of Santa Clara

California

Department of Public Works
County Office Building
20 West Hedding Street
San Jose, California 95110

September 16, 1971

The Honorable Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, California 95110

Gentlemen:

The Engineer's estimate for Reconstruction of Portland
Cement Concrete Curb, Curb and Gutter, Sidewalk, Driveway
Approaches and Island Paving is \$ 10,000.

Respectfully submitted,

JAMES T. POTT
Director of Public Works

by Robert Penick
Asst Dir

JTP:js

9-16

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,

County of Santa Clara

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer

of the Valley Journal

a newspaper of general circulation, printed and published Wednesday and Friday

in the ~~59928~~

County of Santa Clara, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Santa Clara,

State of California, under the date Mar. 21, 19 52,

Case Number 83054; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates,

to-wit: September 1 and 8

all in the year 19 71

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Sunnyvale

California, this 8th day of September, 19 71

Emelyne Featherstone
Signature

RECEIVED

BOARD OF SUPERVISORS

This space is for the County Clerk's Filing Stamp

SEP 10 8 33 AM '71

COUNTY OF
SANTA CLARA

Proof of Publication of

Notice to Bidders

LEGAL ADVERTISEMENT

NOTICE TO BIDDERS

Notice is hereby given that sealed bids will be received by the Clerk of the Board of Supervisors of the County of Santa Clara, State of California, in the office of the Clerk, County Administration Building, Room 524, 70 West Hedding Street, San Jose, California 95110, up to 2:00 p.m., September 16, 1971, for Portland Cement Concrete Curb, Curb and Gutter, Sidewalk, Driveway Approaches and Island Paving Contract in the County of Santa Clara, State of California, in accordance with plans and specifications on file for the work in the Office of the Clerk of the Board of Supervisors.

The bids will be opened by the Clerk of the Board of Supervisors at the time and place above stated, and a report of the names of all bidders and the amount of each bid will be made by the Clerk to the Board of Supervisors at the next regular or special meeting of the Board following the date of opening of the bids.

Workmen employed in the work must be paid at the rates at least equal to the prevailing wage rates last adopted by the Board of Supervisors of the County of Santa Clara, which rates are filed in the office of the Clerk of the Board of Supervisors, incorporated herein by reference, and copies of which are available to any interested parties on request.

The County of Santa Clara is an equal opportunity employer and all contractors on County projects are urged to follow a policy of affirmative action in regard to the requirements of Executive Order 11246, as well as the regulations of the Fair Employment Practice Commission of the State of California.

Each bid must be accompanied by cash, a certified or cashier's check or a bidder's bond in the sum of not less than 10 per cent of the total aggregate of the bid, and the checks or bond shall be made pay-

LEGAL ADVERTISEMENT

able to the order of the County of Santa Clara.

All bids must be addressed to the Chairman of the Board of Supervisors of the County of Santa Clara, and shall bear the title or name of the work to be constructed.

The Board of Supervisors reserves the right to reject any and all bids or to waive any errors or discrepancies.

This Contract shall be considered completed on December 31, 1971, or when the dollar amount of the original total contract as bid has been expended, whichever occurs first. Work already underway shall continue beyond this completion date until all projects are completed.

Specifications may be secured from the Department of Public Works, 20 West Hedding Street, San Jose, California 95110, upon the payment of \$5.00 per set as a deposit. If these documents are returned in good condition within ten (10) days after the date set for the opening of the bids, the full amount of the deposit will be returned. Credit will be given for specifications returned with the bid submitted to the Clerk of the Board of Supervisors.

Bidders should have fully inspected the project site in all particulars and become thoroughly familiar with the terms and conditions of the Contract documents and local conditions affecting the performance and costs of the work prior to this conference.

By order of the Board of Supervisors of the County of Santa Clara, State of California, on August 24, 1971.

(s) Donald M. Rains
DONALD M. RAINS, Clerk
Board of Supervisors
County of Santa Clara

Pub.: Sept. 1, 8, 1971 (1-1372)
(2-1372)
(3-1372)

PROOF OF PUBLICATION

County of Santa Clara

California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Sig Sanchez, *District 1*
Dominic L. Cortese, *District 2*
Charles A. Quinn, *District 3*
Ralph H. Mehrkens, *District 4*
Victor Calvo, *District 5*

August 24, 1971

Valley Journal
c/o Community Publications
P.O. Box 667
Sunnyvale, California

Subject: **Notice to Bidders re Sidewalks, driveways, & paving**

Gentlemen:

Please publish the enclosed Notice to Bidders
on **Wednesday, September 1, 1971 and**
Wednesday, September 8, 1971

Please send two (2) copies of the bill and one (1)
affidavit to this office immediately following publication.

Very truly yours,

Donald M. Rains
Clerk of the Board

DMR: rd

Section 1
B/S file

NOTICE TO BIDDERS

Notice is hereby given that sealed bids will be received by the Clerk of the Board of Supervisors of the County of Santa Clara, State of California, in the office of the Clerk, County Administration Building, Room 524, 70 West Hedding Street, San Jose, California 95110, up to 2:00 p.m., September 16, 1971, for Portland Cement Concrete Curb, Curb and Gutter, Sidewalk, Driveway Approaches and Island Paving Contract in the County of Santa Clara, State of California, in accordance with plans and specifications on file for the work in the Office of the Clerk of the Board of Supervisors.

The bids will be opened by the Clerk of the Board of Supervisors at the time and place above stated, and a report of the names of all bidders and the amount of each bid will be made by the Clerk to the Board of Supervisors at the next regular or special meeting of the Board following the date of opening of the bids.

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All bids must be addressed to the Chairman of the Board of Supervisors of the County of Santa Clara, and shall bear the title of name of the work to be constructed.

The Board of Supervisors reserves the right to reject any and all bids or to waive any errors or discrepancies.

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NOTICE TO BIDDERS (Continued)

Bidders should have fully inspected the project site in all particulars and become thoroughly familiar with the terms and conditions of the Contract Documents and local conditions affecting the performance and costs of the work prior to this conference.

By order of the Board of Supervisors of the County of Santa Clara,
State of California, on August 24, 1971.

Donald M Rains

DONALD M. RAINS, Clerk
Board of Supervisors
County of Santa Clara

#15
County of Santa Clara
California

TRANSMITTAL MEMORANDUM

S.D. All

Page 1 of 1

DATE: August 13, 1971

FOR: BOARD OF SUPERVISORS AGENDA OF August 24, 1971

FROM: Larson, Engineering Services, Public Works

TITLE: Contract Documents for the Repair of Dangerous and Defective Sidewalks

DESCRIPTION:

Transmitted are contract documents and a call for bids on reconstruction of defective curb, gutter, sidewalk, driveways and island paving, all with alternative designs to suit various locations and conditions. There are no prepared plans for this project.

Funds to pay for this work were authorized in the 1970-71 Road Fund Budget. Reimbursement will be made as money is collected from property owners. All work under this contract is to be completed by December 31, 1971. Since this is being planned as a continuing project, it is expected that a similar contract will be presented for the calendar year 1972.

The Department of Public Works previously submitted two reports on this subject. The first, on April 21, 1970, advised the Board of the County's liability for dangerous and defective sidewalk conditions and noted provisions of the Streets and Highways Code which authorize the Superintendent of Streets (Director of Public Works in our case) to cause the work to be done by the property owner, or by the County if owner does not perform, and recover County construction costs. The second report on June 30, 1970 presented an outline of procedures for accomplishment of the work and payment of costs. Both of these reports were approved.

It is recommended that the Contract Documents be approved and that the contract be advertised for bid. It is suggested that the bid opening date be on September 16, 1971 at 2:00 p.m. and that a five dollar deposit be required for the specifications.

DPL:ic
Attachments
cc: CB, LM. GAO

APPROVED: JAMES POTT _____

HOWARD CAMPEN _____

AGENDA DATA: DATE: _____

BOARD ACTION: AUG 24 1971 B

ITEM NO: _____

County of Santa Clara
California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Roads General

Date July 25, 1969

The Board of Supervisors at its meeting of July 22, 1969

Referred to Planning, Public Works and Parks and Recreation Department

Agenda Item # 17 Description Communication from Streets & Highways Committee diminishing source of available aggregate.

Directive X Study and Recommendation
 Report
 Preparation of Necessary Papers
 Appropriate Action
 Reply to Writer

9-21-71 *nothing further* *de*

9/15/69

nothing further de

10-23-69 " " *de*

1-9-70 " " *de*

6-8-70 " " *de*

9-30-70 " " *de*

5-25-71 " " *de*

ATTEST: JEAN PULLAN, Clerk of the Board

By D.O.

TO: Art Ogilvie, Planning Department

*Excerpt requested by
Art on Mar 4, 1970.*

The following is an excerpt from the minutes of the Board of Supervisors of the County of Santa Clara held July 22, 1969, Book 54, Page 190.

The Board considers a communication from John Fry, Chairman, Streets and Highways Committee of San Jose. The communication relates to the concern of the Committee as to the diminishing source of available aggregate for construction of streets, roads and expressways. They are further concerned that the cost of road construction will escalate unless some action is taken to identify and conserve aggregate resource areas. They are also concerned that the cost of road construction will escalate unless some action is taken to identify and conserve aggregate resource areas. They recommend a study be made by the Planning Department in cooperation with the construction industry which would lead to a long range solution to the problem. The Board discusses investigation of 701 funds being applied to a study of this problem; and suggests that some type of resource tax might be applied for rehabilitation of harvest areas. Discussion follows in which the following people participate: John Fry, Chairman, Streets and Highways Committee; Tom Thatcher of the Pacific Cement and Aggregate Company; and Roy S. Cameron, Planning Director.

On motion of Supervisor Quinn, seconded by Supervisor Mehrkens, it is unanimously ordered that a study of the diminishing source of available aggregate be prepared by the Planning Department, Public Works and Parks and Recreation, with the cooperation of the Streets and Highways Committee and private industry, for report and recommendation to the Board.

ATTEST: JEAN PULLAN, Clerk
Board of Supervisors

By _____
Deputy Clerk



17
July 9, 1969

Honorable Sig Sanchez, Chairman
Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, California

Dear Sig:

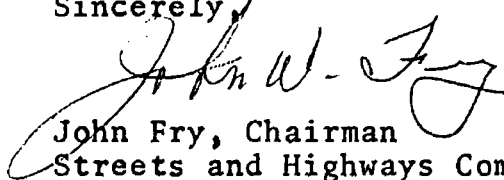
We would like to bring to the attention of the Board of Supervisors a problem that is of increasing concern for the future of street and highway construction in Santa Clara County. It is the diminishing source of available aggregate.

Unless some action is taken in the near future to identify and conserve aggregate resource areas, the construction industry will be forced to import aggregate which will escalate the cost of road construction.

We would like to recommend that the Planning Department in cooperation with the construction industry make a study which would lead to a long range solution to the problem.

We hope you will share our concern in this matter.

Sincerely,


John Fry, Chairman
Streets and Highways Committee

JF:lsm

JUL 22 1969
(50)

RECEIVED
BOARD OF SUPERVISORS

JUL 14 8 22 AM '69

COUNTY OF
SANTA CLARA

**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**

ROOM 524 / COUNTY ADMINISTRATION BUILDING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323



**Mr. John Fry, Chairman
Streets and Highways Committee
The Association of Metropolitan San Jose
165 West San Carlos Street
San Jose, California 95114**

Dominic L. Cortese ~~XXXXXXXXXX~~

Victor Calvo ~~XXXXXXXXXX~~

MEMBERS OF THE BOARD
SIG. SANCHEZ / 1ST DISTRICT
SAMUEL S. MAGUIRE / 2ND DISTRICT
CHARLES A. QUINN / 3RD DISTRICT
RALPH H. MEHRKENS / 4TH DISTRICT
MARTIN J. SPANGLER / 5TH DISTRICT

July 14, 1969

YOUR COMMUNICATION REGARDING **a proposed study to be conducted by the Planning Department in cooperation with the construction industry to identify and conserve aggregate resource areas**

WAS PLACED ON THE BOARD'S AGENDA FOR **July 22, 1969, at approximately 9:30 A.M.**

YOUR COMMUNICATION WAS

July 24, 1969

☐ DEFERRED TO THE BOARD MEETING OF

☒ REFERRED TO **the Planning Department, Public Works, and Parks and Recreation**

☒ FOR STUDY AND RECOMMENDATION.

☐ FOR REPORT AND FURTHER CONSIDERATION BY THE BOARD ON

☐ OTHER

REMARKS:

IT WAS THE DECISION OF THE BOARD ON

THAT THE

BE:

☐ FILED FOR PUBLIC RECORD ☐ GRANTED ☐ DENIED ☐ ADOPTED ☐ OTHER

☐ REFERRED FOR APPROPRIATE ACTION TO:

REMARKS:

*9-21-71
Nothing further as
of this date.
E. Owen*

**CC: Planning, (w/Ltr)
Public Works, (w/Ltr)
Parks & Rec. (w/Ltr)**

Jean Pullan
CLERK/BOARD OF SUPERVISORS

BY _____

DEPUTY

Roads General

C. J. Cortese
may 26, 1971

May 27, 1971

Mr. Donald Currilin
General Manager
Santa Clara County Flood
Control District
516 East Martha Street
San Jose, California 95112

Dear Mr. Currilin:

The Santa Clara County Board of Supervisors
has been on record for some time relative
to the need for an additional vehicular
access to the Guadalupe College property.

Representatives of the Sisters of Charity
of the Blessed Virgin Mary have been in
contact with your office requesting a right-
of-way across Flood Control and Water
District lands from Alma Bridge Road to the
Guadalupe College property.

The Board of Supervisors on May 26 reaffirmed
its position stating the need for additional
access to the college.

Sincerely,

Dominic L. Cortese
Chairman

DLC:lb

cc: Guadalupe College
Doc. Div.

Extra

June 1, 1971

To: Santa Clara County Flood Control and Water District

The following is an excerpt from the minutes of the meeting of the Board of Supervisors of Santa Clara County held on May 26, 1971 as set forth in Minute Book No. 60.

* * * * *

"Mr. Ronald I. Lyons, consultant for the Sisters of Charity of the Blessed Virgin Mary, discusses the Sisters' request submitted to the Santa Clara County Flood Control and Water District for a vehicular right of way over that portion of Lime Kiln Road from the Alma Bridge Road to the Guadalupe College property. Mr. Lyons indicates this facility on a 56 acre site above Los Gatos has been placed on the market for disposition and a purchaser would undoubtedly require an access in addition to the only one currently existing on to Foster Road. Mr. Lyons advises that the Flood Control District has requested assurance of the concurrence of the Town of Los Gatos and of the County. On motion of Supervisor Sanchez, seconded by Supervisor Mehrkens, it is unanimously ordered that the Chairman be requested to communicate with the Santa Clara County Flood Control and Water District reaffirming the Board's position in favor of a second access to the Guadalupe College site."

ATTEST: JEAN PULLAN, Clerk
Board of Supervisors

By: _____
Deputy Clerk

memorandum



TO	LaJune Bush	FROM	K. Burnett, Documents Div.
SUBJECT	Request of Sisters of Charity as attached		DATE 5/26/71

re ACCESS to GUADALUPE COLLEGE

Agenda Extra - Wed. - 5/26/71

The Board directed that the Chairman be instructed to communicate with the Flood Control District to reaffirm the Board's position of the need for additional right of way access to Guadalupe College.

We would be pleased to type any letter re this matter. If you should write, please furnish processing with a copy.



Sz/M

CHAIRMAN BE INSTRUCTED

TO COMMUNICATE

@ FCLWD REAFFIRM

BONZO'S PORTION OF THE

NEED FOR ADDITIONAL

RIGHT OF WAY ACCESS TO

GUADALUPE COLLEGE,

REAL ESTATE INVESTMENTS
PLANNING
CONSULTING
IMPLEMENTATION

5/25/71
8:45 am

RONALD I. LYONS

(408) 354-6526

GUADALUPE COLLEGE
17975 FOSTER ROAD
LOS GATOS, CA. 95030



SISTERS OF CHARITY OF THE BLESSED VIRGIN MARY
THE GENERALATE MOUNT CARMEL DUBUQUE, IOWA 52001

Office of the President

May 22, 1971

Board of Directors
Santa Clara County Flood Control and Water District
516 East Martha Street
San Jose, California 95112

Attention: Donald K. Currlin, General Manager

Gentlemen:

We respectfully request a recordable non-exclusive perpetual vehicular right-of-way over that portion of Limekiln Road on your lands from the Alma Bridge Road to the Guadalupe College property. The requested right-of-way is marked in red on the map and the College property is marked in green. The background and reasons for our urgent need follow.

Guadalupe College, a six-year-old facility on a 56 acre site in the hills above Los Gatos, has been placed on the market for disposition by the Sisters of Charity of the Blessed Virgin Mary. Originally built as a novitiate for nuns the College for the last three years has been used as a retirement community for 28 of the Sisters, pending disposition.

Foster Road is currently the only existing vehicular access to the property. While the property was used as a novitiate or retirement facility for our sisters a minimum amount of vehicular traffic has been generated. A purchaser of the property from us would undoubtedly require and produce greater vehicular traffic over Foster Road which could possibly inconvenience the neighbors and be a burden to them.

To alleviate this condition it is quite imperative that we obtain an alternate rear access to the property to and from public roads.

We have implemented a vigorous marketing program and are showing the College to several prospects; negotiations are advancing with one party. We will not be able to make a disposition until we have recordable access to the south. As a result, time is of the essence.

There are three possible alternatives available for rear access to Guadalupe College. The first would be a road across the Snell and Carrol properties to the southeast of the College building, leading into the Lexington Quarry, then out Limekiln Road. This route is a very costly one to develop, would interfere with the quarry, and is not recommended by engineers.

Ch

Board of Directors
Santa Clara County Flood Control and Water District
Page 2
May 22, 1971

The second alternative involves a route over the Jesuit property to the southwest, tying into the Alma Bridge Road. Development costs would be high because of the length of road involved, and there would be interference with the vineyard operations.

The third alternative is the least costly and envisions continuing our existing on-site road south from the top of the ridge on the Guadalupe property, down to meet Limekiln Road. Engineering studies made three years ago verified feasibility. The right-of-way we are requesting is required to implement this routing.

Enclosed are letters from County Supervisor ^{Chairman Dominic S. Jose} ~~Sig Sanchez~~ and Los Gatos Town Manager Russ Cooney concurring with this request.

Our Marketing Consultant, Ronald I. Lyons, has discussed this request with, and shown the College and Limekiln routing to, the following persons of your staff:

Donald A. Lawrie, Supervisor
Real Estate Division

John Beaudet
Supervising Hydraulic Engineer

David K. Gill
Division Engineer

In addition, discussions have been held with your Ron Essau, and Arthur C. Devincenzi of the County Engineering Services Division. All these persons have been exceptionally helpful.

We include a plat of the property. Shown in red on the plat is the general area over which we request a perpetual right-of-way easement. The right-of-way would extend from the Alma Bridge Road to our property over the existing Limekiln Road and would extend 12 from either side of the center line of the existing Limekiln Road.

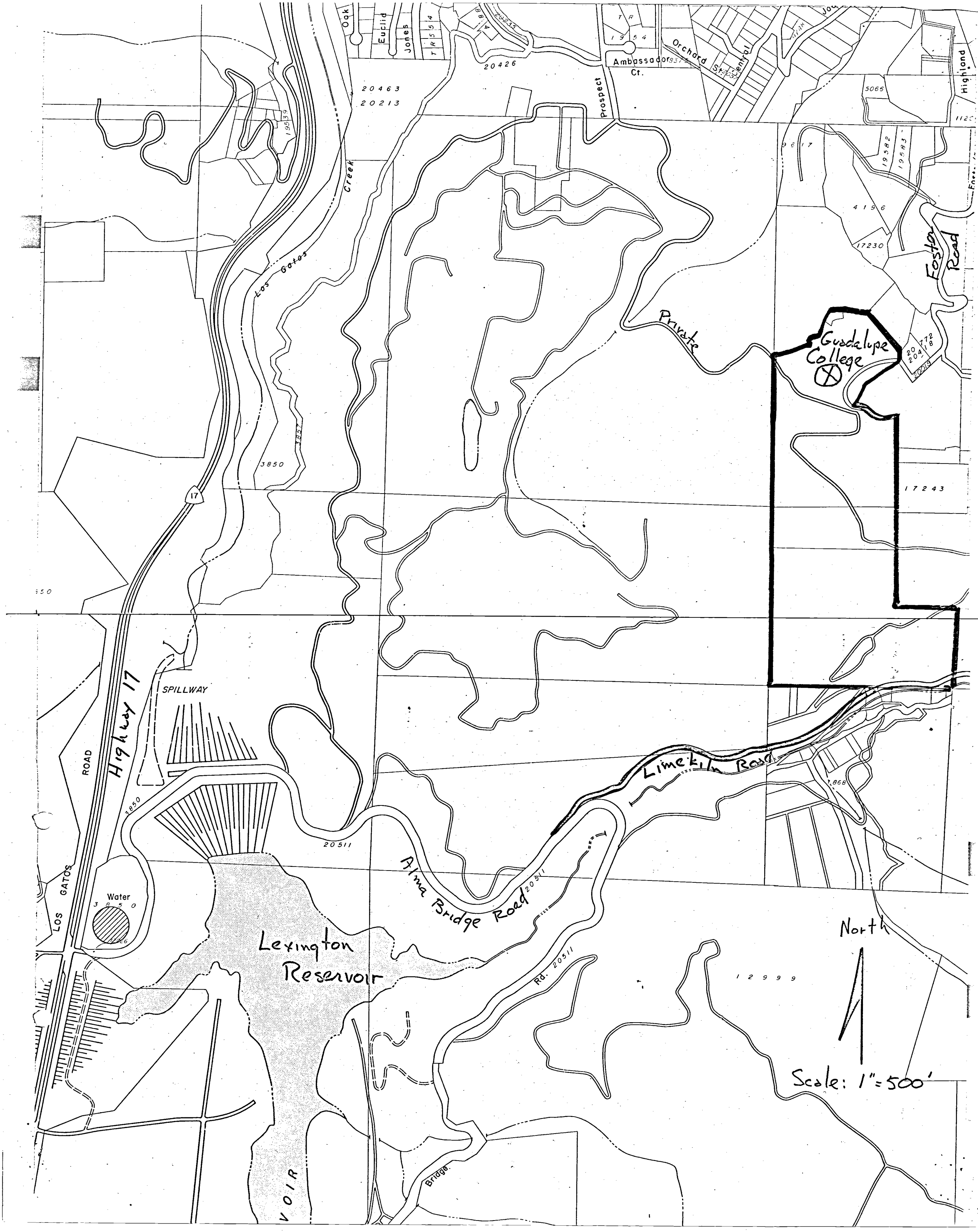
A survey and plat of the right-of-way can be prepared if necessary to meet your requirements but we are hopeful that this expense can be avoided.

Should you have questions regarding this request please contact either me, Sister Mary Anne McCarron, Administrator at Guadalupe College (354-6526) or Mr. Lyons at the College.

We thank you for your prompt and kind consideration and hope that the requested right-of-way can be granted at your earliest convenience.

Yours truly,

Sister Mary Roberta Kuhn, BVM
Sister Mary Roberta Kuhn, BVM
President



DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

P.O. BOX 3366, RINCON ANNEX, SAN FRANCISCO 94119



November 23, 1970

INFORMATION ONLY

Board of Supervisors
Santa Clara County
Rm. 524, 70 West Hedding St.
San Jose, CA 95110

INFORMATION ONLY

Gentlemen:

Last June you received a letter and brochure from us announcing the National Functional Classification and Needs Study (1970-1990), and subsequently members of your engineering staff were contacted and consulted on the proposed classification of streets and roads within your jurisdiction.

The Functional Classification portion of the study has now been completed and covers approximately 6,000 miles of classified streets and roads out of an estimated total 1990 network of 23,000 miles in District 04's nine counties.

We have recently undertaken the second portion of the study, the Needs Evaluation. This will involve sampling rates varying from 100% for State Highways down to 5% for local land access roads. The Needs Study will take these sampled roads and analyze their existing conditions and traffic growth and determine at which five-year interval in the next twenty years they will have to be improved to accommodate anticipated traffic growth and what the costs will be. These results will then be expanded to determine a gross estimated cost and time of improvement for the entire system in the District.

We are sending a similar letter to your engineering staff which contains more detailed data on how the sampling will be conducted and maps showing areas that have been randomly selected for the study. Included also are summary sheets for each urban area and county showing the results of the 1990 Functional Classification, giving miles and daily vehicle miles of travel in each classification.


This study is being conducted to determine your future needs as well as those of State Highways, that is, the region as a whole, and we are anxious that you contact us whenever you desire more

Ea. Supervisor
J. Watkins
P. Works

information or wish to inform us of things you may think are pertinent to the study. Carter Reaves, Senior Highway Engineer in our Urban Planning Department, will be glad to provide you with additional information or assistance if you so desire.

Thank you for your past cooperation in the Functional Classification portion of this study, and we look forward with pleasure to close cooperation and working together on the Needs Study.

Sincerely,



ALAN S. HART
District Engineer

CCR:aa

County of Santa Clara

California

TRANSMITTAL MEMORANDUM

S.D. 5

Page ___ of ___

DATE: March 16, 1970

FOR: BOARD OF SUPERVISORS AGENDA OF March 24, 1970

FROM: MONTINI, ENGINEERING, PUBLIC WORKS

TITLE: BARRON PARK

Charndix: Barron Park Area

DESCRIPTION:

On August 26, 1969 the Board of Supervisors requested the Department of Public Works to investigate the problems outlined in a letter addressed to the Board from the Barron Park Association dated August 13, 1969.

The Barron Park Association opposed the extension of Los Robles Avenue to Arastradero Road as recommended by De Leuw Cather and Company in their final report for the Palo Alto Transportation Planning Program dated July 28, 1969. They were also concerned with speeding and reckless driving in the Barron Park area.

The City of Palo Alto has reviewed the De Leuw Cather and Company's recommendation to extend Los Robles Avenue to Arastradero Road and has found it to be unacceptable. (See attached correspondence from the City of Palo Alto). We have reviewed this matter with the City of Palo Alto staff and concur with the action taken by the City.

This office also conducted speed studies in the Barron Park area and found frequent instances of speeding violations. The California Highway Patrol and the City of Palo Alto Police Department have been advised and are patrolling the area more frequently.

No further action is indicated at this time. We will continue to observe the traffic flow and speed control characteristics in Barron Park and take appropriate action where indicated.

LM:RBP:vlh
attachments

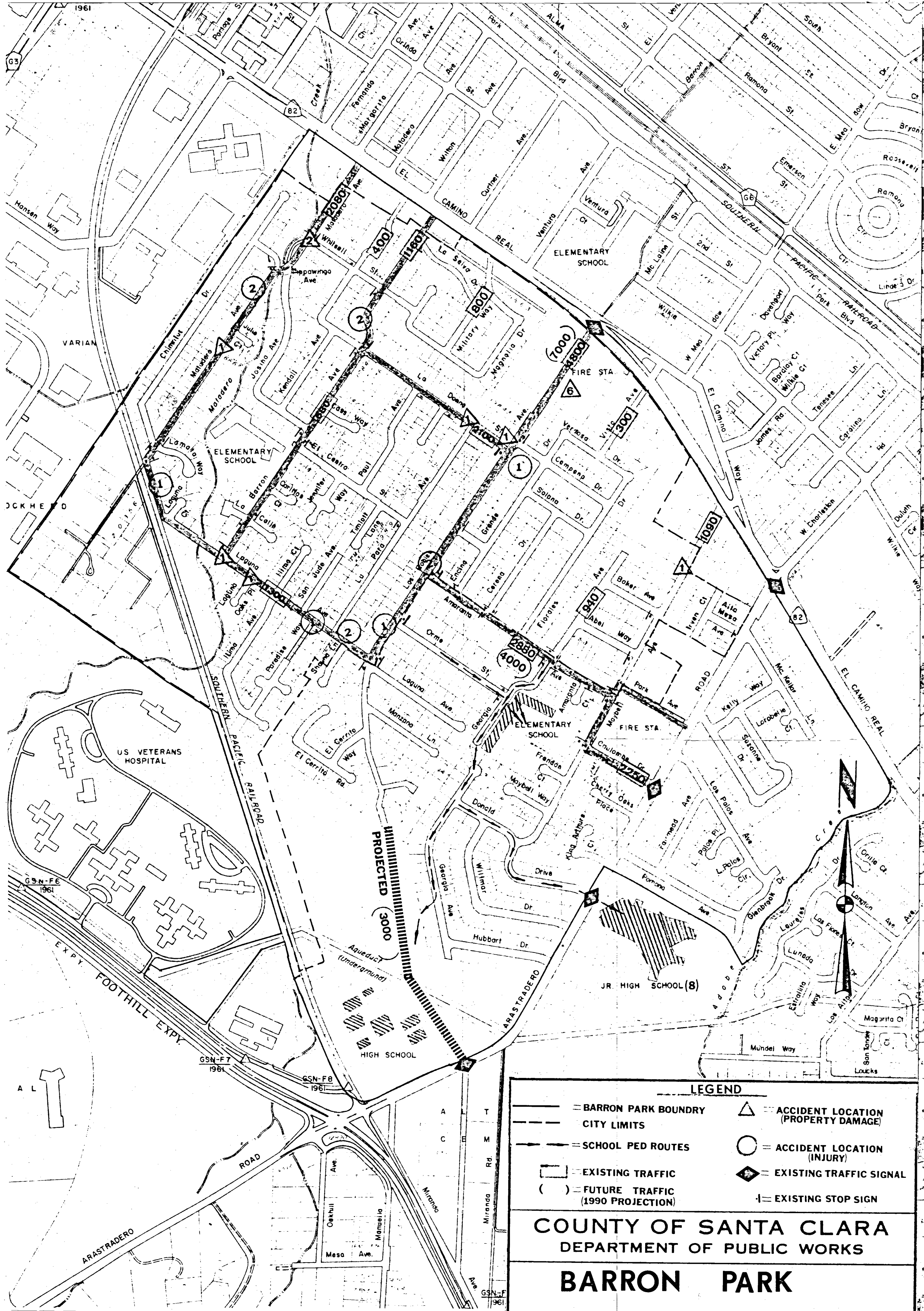
cc: Mr. Ted Noguchi, City of Palo Alto Traffic Engr. Dept.
Mr. Richard C. Placone, Pres., Barron Park Assoc.
Capt. R. P. Bliss, California Highway Patrol

APPROVED: JAMES POTT *[Signature]*

HOWARD CAMPEN

AGENDA DATA: DATE: _____ BOARD ACTION: _____
ITEM NO: _____

MAR 24 1970 *B*



City of Palo Alto

CALIFORNIA

PLANNING DEPARTMENT

March 3, 1970

Mr. James T. Pott
Director of Public Works
County of Santa Clara
20 West Hedding Street
San Jose, California 95110

Attention: Mr. Lou Montini

Subject: Amaranta Avenue, Palo Alto

Dear Mr. Pott:

Enclosed is one copy of the City Manager's Report (CMR:416:0) regarding the Amaranta Avenue traffic situation as submitted to the City Council's Planning and Procedures Committee meeting during January, 1970.

Also enclosed is one copy of the minutes of the February 2, 1970 Council meeting describing the official action taken by the Council with respect to the Amaranta Avenue situation as outlined in the City Manager's Report.

The above are forwarded for your information since we understand that the "Barron Park" area is currently under study by your office.

Sincerely yours,

CITY OF PALO ALTO

T. T. Noguchi
Ted T. Noguchi
City Traffic Engineer

TTN:mhw
encls.

cc - Director of Planning and
Community Development

REPORT

From the City Manager

January 9, 1970

HONORABLE CITY COUNCIL
Palo Alto, California

Attention: Planning and Procedures Committee

Amaranta Avenue and Vicinity

Members of the Council:

On June 10, 1969 the Committee on Planning and Procedures reviewed DeLeuw, Cather and Company's Technical Memorandum No. 5 which related to Amaranta Avenue and vicinity. As a result of that meeting the subject was continued to Committee and in the interim the staff was directed to review several alternative traffic improvement projects. In the interim the staff has also reviewed a report dated November 7, 1969 from the Loma Vista Homeowners' Association. On the basis of this review the following comments, conclusions, and recommendations are presented to the Committee for its consideration:

There are two basic questions manifested in the Amaranta Avenue situation which deserve attention within the framework of general City policy.

One is the question of "Is the current level or volume of daily traffic on Amaranta Avenue considered objectionable and unacceptable as City policy?" Traffic volumes on Amaranta Avenue are in the 2,000 to 3,000 vehicles per day range. Many residential streets in Palo Alto have much larger volumes. Louis Road carries 3,000 to 4,000 vehicles per day; Stanford Avenue carries 5,000 to 9,000 vehicles per day; Channing Avenue carries 3,300 to 3,500 vehicles per day; Colorado Avenue carries 2,500 to 4,100 vehicles per day; Loma Verde Avenue carries 2,500 to 4,700 vehicles per day; California Avenue carries 2,400 to 3,500 vehicles per day; Newell Road carries 3,000 to 5,000 vehicles per day; and Los Robles Avenue in "Barron Park" carries some 5,200 vehicles per day.

If the present volumes on Amaranta Avenue are unacceptable, then other City streets with similar or greater levels of traffic must also be considered problems and should be given equal consideration and treatment.

The second is the question of "what is the City's attitude toward the use of City streets by non-Palo Alto traffic generated within a common neighborhood?" The present traffic on Amaranta Avenue is generated by both the Palo Alto and "Barron Park" communities within the common neighborhood. The "Barron Park" community is, however, in the unincorporated area of Santa Clara County and is basically surrounded by the Palo Alto community. Consequently, the "Barron Park" community can and will be significantly affected by decisions or actions taken by the City of Palo Alto with respect to physical changes to the City's street system in the common neighborhood. The reverse situation could have equally serious consequences for the citizens of Palo Alto. Denial of reasonable access to specific areas of a common neighborhood because of political and jurisdictional boundaries can have severe consequences in terms of inter-community relations as well as in terms of overall public safety services. Good transportation planning dictates that reasonable access to a neighborhood be provided and maintained regardless of political jurisdictions and boundaries.

Consideration has been given to the planning of additional accesses from the "Loma Vista"/"Barron Park" common neighborhood to such major traffic facilities as the Foothill Expressway and Arastradero Road beyond those accesses now existing.

The Los Robles Avenue extension to Arastradero Road recommended by the City's consultant as a possible long-range solution has generated considerable controversy in the common neighborhood. At the last Planning and Procedures Committee meeting covering the Amaranta Avenue matter, Mr. Staley (LVHA) suggested, as an alternative solution to the Los Robles Avenue extension, the use of the Paradise Way/Southern Pacific right-of-way/Miranda Avenue route. Councilman Kirke Comstock also suggested at that time, as still another alternative solution, the use of the Matadero Avenue/Southern Pacific right-of-way/Miranda Avenue route. The Committee agreed that the suggestions deserved consideration and, consequently, directed the staff to determine costs for each of the two alternative solutions.

The results of the investigation indicate that the "Paradise Way" route will cost an estimated \$335,000 and the "Matadero Avenue" route will cost an estimated \$600,000. Both costs reflect right-of-way and roadway construction costs only. Both solutions use Miranda Avenue between Hillview Avenue and Arastradero Road. Both the Miranda Avenue/Arastradero Road and the Miranda Avenue/Hillview Avenue intersections are presently highly congested locations. Additional traffic loading at these locations will certainly compound rather than relieve congestion problems at these locations. Even more important is the possible introduction of additional traffic into the residential neighborhood from the Veterans' Hospital and industrial concerns served by Miranda Avenue. Both solutions suffer from the same basic shortcoming. All they do is simply transfer some of the traffic which now uses Amaranta Avenue to other residential streets. Neither alternative is, therefore, considered meaningful as an effective solution. With regard to the DeLeuw, Cather recommendation on the Los Robles extension, the Committee will recall that the staff's cost estimate for the project was \$471,000 (exclusive of utilities and drainage improvements). The staff does not recommend this solution and the project will not be included in the 1970-75 Capital Improvement Program.

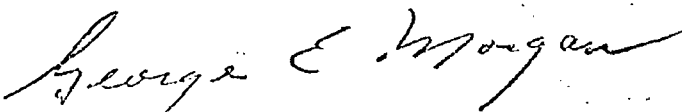
The staff's evaluation of the "short-term solutions" offered by the Loma Vista Homeowners' Association indicates that these solutions do not deal reasonably or responsibly with the basic problems manifested in the Amaranta Avenue situation. The solutions proposed adversely affect the traffic conditions and environment on other streets in the immediate vicinity.

Solution I advanced by the Loma Vista Homeowners' Association contemplates a street closure of Maybell Avenue between Coulombe and Amaranta Avenue. This proposed solution can be expected to increase significantly the daily traffic volumes on Los Robles Avenue north of Amaranta Avenue. In addition, the solution denies neighborhood residents direct access to different parts of the total neighborhood thus increasing total traffic miles of travel and forcing unnecessary and unreasonable cut-of-direction travel.

Solution II contemplates restricting access to Amaranta Avenue by placing barriers at the following intersections: Maybell/Amaranta; Los Robles/Amaranta; and Los Robles/Laguna. This proposed solution would allow traffic to bypass the barrier locations on Amaranta Avenue via Arbol Drive, Encina Grande Avenue, Orme Street, Georgia Avenue, Abel Avenue, Baker Avenue, and possibly Campana Drive and Florales Drive, and would merely transfer the traffic to other streets. Finally, Solution II, like Solution I, would severely limit access to Loma Vista School from portions of the school's attendance area.

In summary, therefore, it is concluded that the best public interest in the broadest context will be served by recognizing the Amaranta Avenue/Maybell Avenue/Coulombe Drive route as a "neighborhood collector street" route rather than as a group of "local residential streets."

Respectfully submitted,



GEORGE E. MORGAN
City Manager

City Hall

Palo Alto, California

February 2, 1970

The Council of the City of Palo Alto met on this date at 7:30 p.m. with Mayor Arnold presiding.

Present: Arnold, Beahrs, Berwald, Clark, Comstock, Dias, Gallagher, Norton (arrived 7:35 p.m.), Pearson, Spaeth, Wheatley

Absent: None

Approval of Minutes - January 19, 1970

The Minutes of the Council meeting of January 19, 1970 were approved as distributed.

Middlefield Road Underground Utility
Conversion Project No. 68-86 (CMR:441:0)

Mayor Arnold declared open the public hearing regarding the establishment of Underground Utility District No 12 - Middlefield Road.

Bond Counsel Jones described the purpose of the hearing, advised that property owners in the proposed underground utility district had been notified in accordance with the law.

City Manager Morgan described the mailing to the property owners, stating they had been advised of the project and its extent and advised that in addition to the mailing, property owners were invited to attend a meeting which took place at the City Hall where members of the Light and Power Department were present for the purpose of informing property owners about the project and responding to questions concerning it.

Cole Richmond, 260 Chestnut Street, Palo Alto, speaking on behalf of the Board of the AME Zion Church, 3549 Middlefield Road, asked questions concerning details of the project. Chief Light and Power Engineer Bosza responded to questions and advised little or no cost to the Church would arise out of the installation of the proposed underground utilities, and invited Mr. Richmond to discuss the matter further with him, if necessary.

Jeff Wilks, Manager of the Pacific Telephone Company office in Palo Alto, stated he could not respond to Mr. Richmond's questions at this time, but estimated costs would be nominal.

Dean Stenberg, attorney representing Mrs. Baker, owner of the property at 3475 Middlefield Road, Palo Alto, asked questions concerning details of the project cost, and Mr. Bosza and Mr. Morgan replied.

Robert J. Debs, 3145 Flowers, Palo Alto, asked where he might see plans showing physical details of the project and was advised by Mr. Morgan that, in accordance with regular procedure, detailed construction plans are not yet available. Mr. Jones also responded stating that if the proposed district is formed, plans will be presented to Council for approval and bidding, then bids will be invited. Mr. Debs urged that the Pacific Telephone Company and the City present their plans at the same time.

Mayor Arnold declared the public portion of the hearing closed.

MOTION: Councilman Gallagher introduced the following ordinance and moved, seconded by Beahrs, its approval for first reading:

"An Ordinance Amending Section 12.16.020 of Chapter 12.16 of Title 12 of the Palo Alto Municipal Code by Establishing Underground Utility District No. 12"

The ordinance was approved for first reading unanimously by voice vote.

MOTION: Councilman Gallagher introduced the following resolution and moved, seconded by Beahrs, its adoption:

Resolution No. 4327 entitled "A Resolution Determining Properties Electing to Pay Cost Over a Period of Years"

Bond Counsel Jones advised that if property owners in addition to those listed on Exhibit A of the proposed resolution should wish to elect to pay the cost over a period of years, arrangements can be made for them to do so.

The resolution was adopted unanimously by voice vote.

Transportation Planning Program -
Amaranta Avenue Area

Councilman Dias presented the report of the Planning and Procedures Committee regarding the portion of the Transportation Planning Program which relates to the Amaranta Avenue area and asked that anyone in the audience who wished to speak be permitted to do so before the motion containing the Committee recommendations is made.

Joseph B. Harvey, Los Robles Avenue, Palo Alto, stated that he believed it may not have been made clear at the Committee meeting that the bumps suggested to slow traffic were recommended for installation only at stop signs, suggesting that such installations would cause the City no increased liability and recommending their installation in the Amaranta Avenue area. Mr. Harvey then responded to questions from Council members concerning his recommendation.

Ross Staley, 4147 Amaranta Avenue, Palo Alto, Chairman, Loma Vista Homeowners Association, urged the Council to support the portion of the Committee recommendation relating to no change regarding Los Robles Avenue, and to refer the portion of the recommendation relating to designation of the area to Committee for reconsideration and to include in their discussion the possible use of bumps at stop signs to slow traffic.

Bruce Hamlett, 4031 Amaranta Avenue, Palo Alto, presented a petition in support of traffic control bumps on Amaranta Avenue.

Gene Heck, 649 Maybell, Palo Alto, spoke in favor of installation of traffic bumps in the Amaranta Avenue area.

Discussion followed and City Manager Morgan, City Attorney Hildebrand, Director of Planning and Community Development Fourcroy, and Traffic Engineer Noguchi replied to questions concerning possible increased City liability if bumps are used; the results of traffic studies indicating that 95% of the Amaranta Avenue traffic is generated in the area itself; the possible effect on the effectiveness of stop signs if bumps are also installed at some of them; the possibility that other neighborhoods might present more justification for bumps and request them also; the recent increased policing of the Amaranta area resulting in the issuance, mostly to residents of the area, of 101 citations in nine days, the desirability of having the local neighborhood association educate its members in regard to safe driving practices, and the intention of maintaining increased police surveillance of the area until the traffic situation is improved.

MOTION: Councilman Dias moved, on behalf of the Planning and Procedures Committee, that in regard to the Amaranta Avenue area portion of the Transportation Planning Program that the Los Robles Avenue extension to Arastradero Road recommended by the consultant and the Paradise Way route and Matadero Avenue route recommended as alternatives are not acceptable.

The motion carried unanimously by voice vote.

MOTION: Councilman Dias moved, on behalf of the Planning and Procedures Committee, that in regard to the Amaranta Avenue area portion of the Transportation Planning Program that the Council recognize the Amaranta Avenue/Maybell Avenue/Coulombe Drive route as a neighborhood collector street route rather than as a group of local residential streets with the understanding that no recommendation is made or implied for any present or future widening or other improvement of those streets which would encourage any greater proportion of the area's traffic than they presently carry.

AMENDMENT: Councilman Comstock moved, seconded by Pearson, to delete "as a neighborhood collector street route rather than".

The amendment carried by majority voice vote.

AMENDMENT: Councilman Comstock moved, seconded by Pearson, that the staff be directed to prepare a plan for the installation of traffic bumps at the stop signs on Amaranta Avenue.

AMENDMENT OUT OF ORDER: Mayor Arnold ruled the proposed amendment out of order at this time.

The motion then failed on the following roll call vote:

Ayes: Arnold, Comstock, Pearson

Noes: Beahrs, Berwald, Clark, Dias, Gallagher, Norton,
Spaeth, Wheatley

MOTION: Councilman Comstock moved, seconded by Pearson, that staff be directed to prepare plans for traffic bumps for Amaranta Avenue at each stop sign.

The motion failed by majority voice vote.

Councilman Dias reported receipt by the Planning and Procedures Committee of a petition requesting removal of the barrier at Clemo Avenue and advised that since the barriers were installed on a trial basis, no action is recommended at this time.

(The Council recessed from 10:00 to 10:15 p.m.)

Alcoholic Beverage License Transfer -
135 University Avenue (CMR:430:0)

Mayor Arnold asked permission to bring up out of order at this time the item relating to an alcoholic beverage license transfer at 135 University Avenue. There were no objections.

MOTION: Vice Mayor Wheatley moved, seconded by Beahrs, that the City protest the alcoholic beverage license transfer application of the "Poppycock", 135 University Avenue, in accordance with the staff recommendation contained in the City Manager's report of January 23, 1970 (CMR:430:0).

The motion carried unanimously by voice vote.

Palo Alto Consumers Exchange

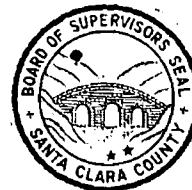
Mayor Arnold requested permission to consider out of order at this time the item relating to the Palo Alto Consumers Exchange. There were no objections.

MOTION: Councilman Spaeth moved, seconded by Beahrs, to continue for one week the matter concerning the Palo Alto Consumers Exchange.

The motion carried unanimously by voice vote.

**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**

ROOM 524 / COUNTY ADMINISTRATION BUILDING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323



MEMBERS OF THE BOARD

SIG SANCHEZ / 1ST DISTRICT

~~XXXXXXXXXX~~ / 2ND DISTRICT

CHARLES A. QUINN / 3RD DISTRICT

RALPH H. MEHRKENS / 4TH DISTRICT

~~XXXXXXXXXX~~ / 5TH DISTRICT

**Richard C. Placone, President
Barron Park Association
601 Chimalus Drive
Palo Alto, California 94306**

Dominic L. Cortese ~~XXXXXXXXXX~~

Victor Calvo ~~XXXXXXXXXX~~

August 18, 1969

YOUR COMMUNICATION REGARDING
Traffic problems - Barron Park

WAS PLACED ON THE BOARD'S AGENDA FOR **August 26, 1969**

YOUR COMMUNICATION WAS

September 3, 1969

☐ DEFERRED TO THE BOARD MEETING OF

☒ REFERRED TO **the Department of Public Works**

☐ FOR STUDY AND RECOMMENDATION.

☒ FOR REPORT AND FURTHER CONSIDERATION BY THE BOARD ~~OK.~~

☐ OTHER

REMARKS: _____

~~XXXXXX THE DECISION OF THE BOARD XXXX~~

~~XXXXXX DATE~~

~~XXXXXX~~

☐ FILED FOR PUBLIC RECORD ☐ GRANTED ☐ DENIED ☐ ADOPTED ☐ OTHER

☐ REFERRED FOR APPROPRIATE ACTION TO:

March 24, 1970:

REMARKS: **Please be advised that the Board of Supervisors at its meeting this date accepted the attached report of the Department of Public Works relative to traffic flow and speed control in the Barron Park area.**

Encl.

**cc: Public Works Dept.
(w/Placone Letter)**

Jean Pullan
CLERK/BOARD OF SUPERVISORS

BY *Kay K. ...*
DEPUTY

County of Santa Clara

California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Date August 27, 19 69

The Board of Supervisors at its meeting of August 26, 19 69

Referred to Public Works Department

Agenda Item # 17 Description Road Plans re Barron Park Area

Directive ☒ Study and Recommendation
☐ Report
☐ Preparation of Necessary Papers
☐ Appropriate Action
☐ Reply to Writer

Remarks _____

ATTEST: JEAN PULLAN, Clerk of the Board

By D.D.

17

Mr. Bayse

BARRON PARK ASSOCIATION

August 13, 1969

The Board of Supervisors of Santa Clara County
70 West Hedding Street
San Jose, California.

Arthur Bayse appears

Gentlemen:

In this letter we wish to bring to your attention two items of current concern to Barron Park residents and to express to you the position of the Barron Park Association:

1. Through traffic: A recent report by the engineering consulting firm of De Leuw Cather and Company to the City of Palo Alto recommended in part (p.9) that Los Robles Avenue in Barron Park be extended to intersect Arastradero Avenue. We, the residents of Barron Park, strongly oppose the extension of Los Robles or the extension of any other street through to Arastradero. Such extensions are wholly unnecessary, would be acutely detrimental to our residential community, and would be in blatant contradiction to the Barron Park General Plan, adopted by Santa Clara County in 1966. We reiterate our support of the Barron Park General Plan, and we emphasize our desire to preserve Barron Park as a residential community essentially closed to all traffic thoroughfares (Section I.C. of the Barron Park General Plan). This desire of our community was reaffirmed by a unanimous vote at an open meeting of the Barron Park Association on June 27, 1969. — *100 peep out of 1200 homes*

2. We wish to bring to your attention the continuing problem of speed limit violation and reckless driving on some Barron Park streets. Although the speed limit throughout Barron Park is 25 m.p.h., on the more heavily travelled streets this limit is routinely ignored. Reckless driving is common, particularly during nighttime hours.

We hereby solicit your aid in studying this problem and in instituting appropriate enforcement and control measures. Speeding is common on Los Robles, Matadero, Laguna, La Donna, and Barron Avenues. The intersection of La Donna and Barron Avenues is particularly dangerous. We ask that the appropriate county agencies be instructed to investigate the traffic flow and speed limit violations on these streets, to evaluate the effectiveness of present enforcement, and to implement appropriate control measures.

Thank you for your attention.

Sincerely yours,

Richard C. Placone
Richard C. Placone, President
Barron Park Association

#17
BARRON PARK ASSOCIATION

August 13, 1969

Mrs. Jean Pullan,
Clerk to the Board of Supervisors
70 West Hedding Street
San Jose, California

Dear Mrs. Pullan:

I am enclosing five copies of a letter from the Barron Park Association which I should be glad if you would distribute to the Chairman and the Board of Supervisors of Santa Clara County. Thank you.

Sincerely yours,



Richard C. Placone
President
Barron Park Association

601 Chimalus Drive
Palo Alto, California 94306

Enclosures

RCP/cw

AUG 26 1969

REC'D
BOARD OF SUPERVISORS
AUG 18 4 08 PM '69
COUNTY OF
SANTA CLARA

County of Santa Clara

California

TRANSMITTAL MEMORANDUM

Roads Bureau
S.D. All

#10
Page 1 of 1

DATE: November 7, 1969

FOR: BOARD OF SUPERVISORS AGENDA OF November 18, 1969
FROM: James T. Pott, Director
TITLE: ROADWAY PREVENTIVE MAINTENANCE PROGRAM

DESCRIPTION:

Attached is a report on subject matter. During preparation of the report, complaints were received by the Transportation Policy Committee on the same subject. The Department has been instructed to submit a report to the Transportation Policy Committee. It is recommended that the report be approved and that appropriate distribution be made by the Public Works Department.

JTP:dg
Att.

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY
JEAN PULLAN, Clerk of the Board
By Kay R. Burned Deputy
NOV 18 1969

*Approved copy
to Public Works*

APPROVED: JAMES POTT [Signature]

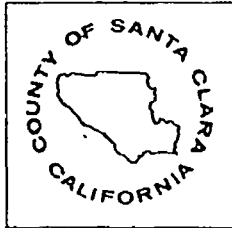
HOWARD CAMPEN _____

AGENDA DATA: DATE: _____

BOARD ACTION: _____

ITEM NO: _____

NOV 18 1969 *B*



DEPARTMENT OF PUBLIC WORKS JAMES T. POTT, DIRECTOR
 SANTA CLARA COUNTY OFFICE BUILDING 20 WEST HEDDING STREET
 CIVIC CENTER SAN JOSE, CALIFORNIA 95110

November 7, 1969

ROADWAY PREVENTIVE MAINTENANCE PROGRAM

The Expressway Policy Resolution adopted at the outset of the program contains certain maintenance implications in addition to those policy statements directly applicable to the implementation of the program. The Policy Resolution specifically provided that the County Road System would be expanded to include all expressways, whether inside or outside of cities. The Policy Resolution also made no allowance in the expressway program for the provision of funds to maintain these roadways. By implication, funds for maintenance of expressways were to be extracted from existing County maintenance monies.

Prior to the onset of the expressway program, typical County practice in the maintenance of roadways was to patch those minor roadways which could be patched and to overlay with asphaltic concrete paving those arterial highways which required a higher level of maintenance activity. An evaluation of these existing practices produced a conclusion that the cost of pothole patching on a tonnage basis was extremely high, primarily because of the high labor costs involved.

It was also realized that the urbanization of the County would not much longer permit pothole patching as an acceptable alternative, if for no other reason than the traffic danger to relatively large numbers of County employees involved in the patching process. It further became apparent that the overlay program could not meet the anticipated need without eventually diverting all construction monies to the maintenance program.

This situation produced a need to change. The need to change existing maintenance practices was also triggered by a practical suspicion that the funding level for maintenance purposes would not be allowed to assume a disproportionate

Roadway Preventive Maintenance Program

share of total road funds available. If an alternative was available to match road maintenance costs with anticipated available road maintenance funds, it would have to be exercised.

Several alternatives were evaluated from the standpoint of maintenance life, traffic safety, cost, traffic service, and social acceptability. These alternatives are briefly described as follows:

1. An expanded overlay program would produce a product of approximately the same maintenance life as the other alternatives. The traffic safety aspects of this alternative would not change the safety characteristics of the original pavement and some difficulty was being experienced in wet weather because of traction on smooth surfaces. The cost of an overlay effort on a thin-blanket basis would be about 4.5¢ per square foot including re-striping. Traffic service during the overlay process would be severely hampered and roadway cross-slopes would eventually be markedly changed by the increase in crown height of the roadway. Any special lane markings would have to be completely replaced. Social acceptability of the surface per se would be unchanged from the original.
2. Pavement rejuvenation through the use of special additives to the surface produced an unknown quantity in terms of evaluating maintenance life. There would be some impairment of safety characteristics because the roadway surface would become smoother. Cost of pavement rejuvenation would be approximately 1.5¢ per square foot including re-striping. Traffic service characteristics of this type of practice would be poor on high-volume roadways since the road should be closed for a period of some hours. There would probably be no impact on social acceptability, although there might be some reduction in roadway surface noise levels due to a smoother surface.
3. A slurry seal alternative was evaluated and is regarded as an effective means to secure significant additional maintenance life. Safety characteristics of the roadway surface would be unimpaired.

Roadway Preventive Maintenance Program

Cost would be roughly 1.5¢ per square foot. Traffic service characteristics of this alternative are regarded as poor since the road should be closed to traffic for a 24-hour period. Social acceptability would be good since the new pavement surface would appear very much like the original pavement surface.

4. Chip sealing on a routine basis appeared to offer considerable promise of an adequate solution. Maintenance life is high. The resulting surface is more durable than A.C. paving. This has been verified on an old section of Almaden Road. Safety aspects of this alternative are good. The roadway has considerable reflectivity during periods of limited visibility. Pavement traction is improved and there has been a noticeable reduction in expressway fence damage caused by vehicles going off the road. Visibility of lane markings is improved during periods of wet weather and limited visibility because runoff tends to occur between the rock chips rather than sheeting over the top of the pavement. Traffic service characteristics are as good or better than other alternatives since the roadway can be driven on rather quickly following placement of the seal coat and chips as long as proper speed control is exercised. Social acceptability would probably be relatively low because this is not the normal type of pavement surface associated with high-class roadways and the surface would probably produce somewhat increased noise levels. The matter of association of chip sealing with class of roadway was discarded as a logical argument since a number of freeways in the State are in fact carrying a chip-seal surface. The matter of increased noise was regarded as a potential problem subject to further evaluation following actual placement of chip seals in various areas of the County. Placement of chip seals has now occurred using chips in two size categories. On portions of Central Expressway and on Oregon Expressway, 1/4-inch-max. chips have been used. On other expressways, 3/8-inch-max. chips have been used. On subdivision streets, 1/4-inch-max. chips have been used. On rural roadways, 3/8-inch-max. chips have been used.

Roadway Preventive Maintenance Program

With the completion of the summer chip-sealing program, complaints have been received regarding the expressway chip-sealing effort. These complaints have been directed toward increased noise levels and toward vehicular damage caused by 3/8-inch chips impinging upon portions of the automobile.

As a part of the continuing effort to evaluate the overall effectiveness of the maintenance program, noise levels on County expressways with 3/8-inch-max. chip seal surfaces were investigated and compared to currently accepted standards of annoyance described in various highway research papers, publications of the International Standards Organization and the Acoustical Society of America. Noise levels on 1/4-inch-max. chip seal surfaces on County expressways have not yet been evaluated since complaints have not been received. All tests used standard passenger cars traveling at the speed limit and noise levels were measured 24 feet from centerline.

Passenger car traffic on 3/8-inch chip seal pavements has produced noise levels about 4 to 5 dBA higher than on asphaltic concrete pavements or portland cement concrete pavements. Test results also show that the noise level difference between a chip seal pavement and an A.C. or P.C.C. pavement declines by about 1.5 dBA after one year. The noise level upon a newly chip-sealed surface is about 78 dBA at 45 mph. Based upon previous complaint levels, as well as published reports regarding social acceptance rates, the target maximum noise level under test conditions on County expressways should be about 75 dBA. On roadway sections where passenger car noise levels are at 70 to 75 dBA, complaints are practically nonexistent. It should be parenthetically noted that current Vehicle Code noise level standards are 86 dBA for cars and 92 dBA for trucks under expressway-type conditions.

Roadway noise produced by a 3/8-inch-max. chip seal effort is a problem. Complaints for damage to vehicles caused by 3/8-inch rocks are a problem.

The chip seal program should continue but in modified form. Now that there has been an evaluation utilizing both sizes of chips, it is concluded that the program as it pertains to expressways should use the smaller size chip with a maximum somewhere between 1/4-inch and 5/16-inch. It would be helpful to have the actual maintenance program supplemented by a public information program explaining the need, the cost implication, and the safety implications of it. A land use implication has also become apparent as a result of the nature of complaints. The problem of noise appears to originate primarily along those expressways

Roadway Preventive Maintenance Program

without an intervening frontage road, i.e., where lots "back up" directly to the expressway. Subdivision design in this situation could be improved to somewhat follow the example exhibited along Prospect Road. In this area, solid fences, preferably of masonry, might be more effective in controlling roadway noise whether above or below the target limit described in this report. With a back-up policy, the Department has also experienced a difficulty in maintaining the area between the expressway fence and the private fence. The back-up policy is a good policy, but perhaps it could be improved by an arrangement for some cost-sharing between a developer and the County so that only one fence would be installed and of a higher caliber so that the sound problem might be further minimized.

JTP:dg

Books
Gen

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF SANTA CLARA, STATE OF CALIFORNIA,
RELATING TO PUBLIC HEARINGS AND LOCATION AND
DESIGN APPROVAL ON THE FEDERAL AID HIGHWAYS
PROGRAM IN CALIFORNIA

WHEREAS, the Federal Highway Administrator recently filed rules in the Federal Register regarding public hearings and the process of locating and designing all federal aid highways; and

WHEREAS, these proposed rules would cover all federal aid highways, including federal aid secondary, urban extensions, and other highways under the jurisdiction of local agencies; and

WHEREAS, these rules strike at the heart of the principles of home rule and effectively transfer control of location and detailed design from the local jurisdictions to the Federal Highway Administrator in Washington, D. C.; and

WHEREAS, the federal rules provide for unnecessarily lengthy, involved and expensive proceedings; and

WHEREAS, while the public should be given the utmost opportunity to be heard in such matters, highway improvements should not be stayed by any individual or group that disagrees with the majority opinion; and

WHEREAS, decisions as to the location and design of city streets and county roads should be made at the local level.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that the Federal Highway Administrator is requested to rescind immediately the proposed rules in the Federal Register relating to the location and design of federal aid highways.

BE IT FURTHER RESOLVED that if the Federal Highway Administrator does not make such rescission forthwith that the

2-Public Works

adoption of the rules be delayed until a full and complete study can be made on this subject to develop rules to provide for full public involvement, but which would not violate the principles of home rule, or allow interminable delay by dissident persons or groups.


BE IT FURTHER RESOLVED that the Clerk of this Board of Supervisors be, and hereby is, requested to forward six copies of this resolution to the Federal Highway Administration, and a copy to the Director of the California Department of Public Works, and to Senators George Murphy and Thomas H. Kuchel and Congressmen Charles S. Gubser, and Don Edwards.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on November 18, 1968 by the following vote:

AYES: Supervisors, Della Maggiore Spangler Mehrkens Sanchez Quinn

NOES: Supervisors, NONE

ABSENT: Supervisors, NONE


Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk
of the Board of Supervisors



JRK:meb - 11/18/68

*Roads General
FAS Project*

November 19, 1968

Honorable Donlon Edwards
Congressman, Ninth District
House Office Building
Washington 25, D. C.

Subject: Public Hearings and Location and Design Approval
on the Federal Aid Highways in California

My dear Assemblyman Edwards:

The Board of Supervisors of Santa Clara County is alarmed at new regulations proposed by the Federal Highway Administration which would usurp present procedures in regard to public hearings and location and design approval regarding the Federal Aid Highways program in California.

These regulations would be a reversal of the traditional Federal-State relationship and the Federal government would effectively take over control from home rule.

The Board of Supervisors, based upon the enclosed resolution, urges that you use your good offices to accomplish immediate rescission of the proposed regulations or that the effective date of adoption be delayed until there can be a fully study.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan
Clerk of the Board

JP:HW:kb
Enclosure

CC: CSAC

Same letter sent to all addresses
on the attached list, with enclosures.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY
OF SANTA CLARA, STATE OF CALIFORNIA, RELATING TO PUBLIC
HEARINGS AND LOCATION AND DESIGN APPROVAL ON THE
FEDERAL AID HIGHWAYS PROGRAM IN CALIFORNIA

November 18, 1968

One Copy Each to:

Mr. James Moe
California Department of Public Works
1120 N. Street
Sacramento, California

Hon. Donlon Edwards
Congressman, Ninth District
House Office Building
Washington 25, D. C.

Airmail

Hon. Charles S. Gubser
Congressman, Tenth District
House Office Building
Washington 25, D. C.

Airmail

Hon. George Murphy
United States Senator
Senate Office Building
Washington 25, D. C.

Airmail

Hon. Thomas H. Kuchel
United States Senator
Senate Office Building
Washington 25, D. C.

Airmail

Mr. William R. MacDougall, Gen. Manager
County Supervisors Association of California
1100 Elks Building
Sacramento, California

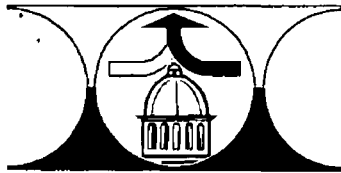
(Copy of letter with
Resolution)

Six Copies to:

Federal Highway Administration
Rules and Docket Room 512
400 Sixth Street S. W.
Washington, D. C. 20591

Airmail Special Delivery

COUNTY SUPERVISORS
ASSOCIATION



1100 ELKS BUILDING, SACRAMENTO, CALIFORNIA 95814 • PHONE 441-4011, AREA CODE 916

November 12, 1968

Extra
NOV 18 1968

TO: CHAIRMAN, BOARD OF SUPERVISORS

ATTENTION: CLERK OF THE BOARD

We have recently received some alarming news with reference to the public hearings and location and design approval on the Federal Aid Highways program in California. The regulations attached would virtually destroy home rule concepts as the Federal Highway Administrator will usurp the present procedures and will personally resolve all problems of location and design when requested by any person. It would wipe out the present decision making powers of state and local governments.

We are attaching the following background material:

- A. Letter of November 8, 1968, addressed to various "Highway Support Groups" and to the members of California's Congressional Delegation;
- B. Notice of Proposed Regulations by the Federal Highway Administration re Public Hearings and Location and Design Approval;
- C. Letter to William R. MacDougall dated November 8, 1968, from J. A. Legarra, State Highway Engineer; and
- D. A suitable Resolution of protest which, hopefully, will be adopted by each board and placed in the hands of the Federal Highway Administrator prior to November 22, 1968.

If you have any questions, kindly contact your County Road Commissioner or our office.

Sincerely,

Vin
Vincent T. Cooper
Assistant General Manager
Each Supervisor

WM. R. MACDOUGALL
GENERAL COUNSEL AND MANAGER

ROBERT W. BOLES, PRESIDENT
HATHAWAY PINES, CALAVERAS COUNTY

WARREN M. DORN, FIRST VICE PRESIDENT
LA-CANADA, LOS ANGELES COUNTY

SIG SANCHEZ, SECOND VICE PRESIDENT
GILROY, SANTA CLARA COUNTY

HARRY P. SCHMIDT, TREASURER
GUSTINE, MERCED COUNTY

cc: Each Supervisor, etc.

B

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

P. O. BOX 1499, SACRAMENTO



November 8, 1968

Mr. William R. MacDougall
General Counsel and Manager
County Supervisors Association
of California
1100 Elks Building
Sacramento, California 95814

Dear Sir:

As you are aware on Friday, November 1, a meeting was held in the Highway Commission Room in the Public Works Building, Sacramento, with a selected group of city, county and state representatives. County Government was represented by Messrs. Vic Sauer of Contra Costa County, Howard Van Reyper of Yolo County, Bruce McClain of Monterey County, and Irv. Morhar of Los Angeles County. The purpose of this meeting was to discuss the proposed federal regulations regarding public hearings and location and design approval with particular emphasis given to the possible serious impact on federal-aid programs in California. For your information, a copy of the proposed regulations as published in the Federal Register on October 23, 1968, is enclosed.

It was the consensus of the group after consideration of the details of the proposed directive that while the primary purpose of the proposal is commendable, the means proposed for attaining that end are not all compatible with the overall interests of the federal-aid highway programs or of the local and state jurisdictions involved.

It is the State's intention to accept the invitation of the Federal Highway Administrator, as printed in the last paragraph of the published notice, by submitting comments regarding the impropriety of the Federal Government's attempt to usurp certain prerogatives that properly belong to state and local governments.

The State's official position is reflected in the enclosed departmental communication to "Highway Support Groups" and to members of the California Congressional Delegation. We request and strongly recommend that this position be supported by the Supervisors Association and by as many individual Boards of Supervisors as can be arranged. As requested by the group, a suggested resolution for your use in effecting this support is enclosed.

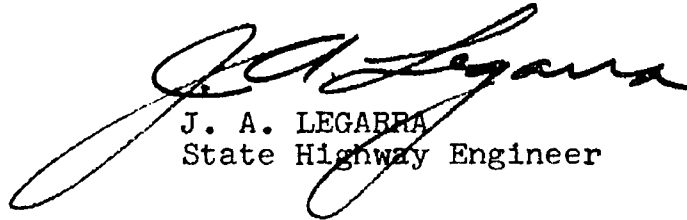
Mr. William R. MacDougall

-2-

November 8, 1968

Your assistance and continued support in effecting the objectives of the highway program are appreciated.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. A. Legarra", is written over the typed name and title. The signature is fluid and cursive, with a large loop at the end.

J. A. LEGARRA
State Highway Engineer

Enclosures

DEPARTMENT OF PUBLIC WORKS

1120 N STREET
SACRAMENTO, CALIFORNIA 95814



November 8, 1968

LETTER INDIVIDUALLY ADDRESSED TO VARIOUS "HIGHWAY SUPPORT GROUPS"
AND TO THE MEMBERS OF CALIFORNIA'S CONGRESSIONAL DELEGATION.

Gentlemen:

On October 23, 1968, the Federal Highway Administrator published proposed rules in the Federal Register relating to public hearings and procedures for the location and design of all Federal-aid highways. These rules are a complete reversal of the traditional Federal-State relationship and the Federal Government will effectively take over control from home rule with respect to detailed location and design of all Federal-aid projects on State highways, county roads, and city streets.

There was no opportunity for a hearing on these rules; however, interested persons may comment on them to the Federal Highway Administration prior to November 23. On the latter date, it is proposed that they become permanent rules, and if this occurs, they will have the force of law.

These rules provide for lengthy, detailed, and expensive procedures which will be mandatory in the location and design of all Federal-aid highways whether they are state highways or freeways, county Federal-aid secondary roads, or city streets involving urban extensions, or the so-called Topics Program. These rules will, in themselves, force substantial delays in highway construction. More importantly, they will also provide that the Federal Highway Administrator must personally resolve all problems of such location and design when requested by any person. This means that these decisions will be made in Washington, D. C., and that they can well be contrary to what the state or any city and county thinks is desirable for its citizens. It, in effect, makes the California Highway Commission, County Boards of Supervisors, and City Councils mere advisory groups on Federal-aid projects.

November 8, 1968

Moreover, it is our opinion that any interested party may, upon the receipt of a decision from the Federal Highway Administrator, take the matter to court and let a court decide whether the decision was in accordance with law or whether some detail of the involved proceedings was not exactly followed in the course of making the judgment. This, again, relates to all location and design matters. It could force construction delays for years.

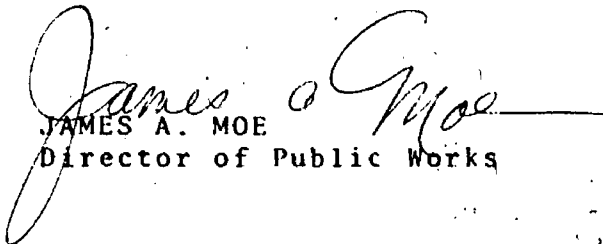
The Department of Public Works feels very strongly that these rules can have a disastrous effect upon the Federal-aid highway program.

The Department is in complete agreement that the public should be given full opportunity to be heard on all highway matters. California has been a leader in developing procedures for this purpose. However, we do not believe that this consideration should be used as a device to allow any individual or group that disagrees with the majority opinion to forestall the construction of badly needed highways, to place the ultimate decision as to their location or design in Washington or to lay out a program inviting litigation which could go on endlessly.

We enlist your aid to prevail upon the Federal Highway Administrator to rescind these very harmful rules or at least to delay their going into effect so that a thorough and constructive study can be made to provide for the spirit of further public involvement without the almost complete power by dissident individuals or groups to endlessly delay badly needed projects.

Time is extremely short. All comments on these rules must be in the hands of the Federal Highway Administration by November 22, 1968. We strongly urge you to make your views known to the Administration by that time in the manner specified in the last paragraph of the notice of proposed regulations attached.

Sincerely,


JAMES A. MOE
Director of Public Works

Attachment

WHEREAS, The Federal Highway Administrator recently filed rules in the Federal Register regarding public hearings and the process of locating and designing all Federal-aid highways; and

WHEREAS, These proposed rules would cover all Federal-aid highways, including Federal-aid secondary, urban extensions, and other highways under the jurisdiction of local agencies; and

WHEREAS, These rules strike at the heart of the principles of home rule and effectively transfer control of location and detailed design from the local jurisdictions to the Federal Highway Administrator in Washington, D.C.; and

WHEREAS, The Federal rules provide for unnecessarily lengthy, involved, and expensive proceedings; and

WHEREAS, While the public should be given the utmost opportunity to be heard in such matters, highway improvements should not be stayed by any individual or group that disagrees with the majority opinion; and

WHEREAS, Decisions as to the location and design of city streets and county roads should be made at the local level; now, therefore, be it

Resolved by the (City Council of the City of _____ or Board of Supervisors of the County of _____), That the Federal Highway Administrator is requested to rescind immediately the proposed rules in the Federal Register relating to the location and design of Federal-aid highways; and be it further

Resolved, That if the Federal Highway Administrator does not make such rescission forthwith that the adoption of the rules be delayed until a full and complete study can be made on this subject to develop rules to provide for full public involvement; but which would not violate the principles of home rule, or allow interminable delay by dissident persons or groups.

Resolved, That the (City Clerk or County Clerk) is requested to forward six copies of this resolution to the Federal Highway Administration and a copy to the Director of the California Department of Public Works, and to Senators _____ and _____ and Congressmen _____, _____, and _____.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 68-SW-63]

FEDERAL AIRWAY

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate an E alternate to V-71 from Baton Rouge, La., 1,000 feet AGL via the INT of Baton Rouge 020° T (020° M) and the Natchez, Miss., 156° T (150° M) radials, 1,200 feet AGL to Natchez. This would expedite the movement of air traffic by providing a numbered route for arrivals and departures at Natchez and Baton Rouge thus relieving congestion on V-71 caused by descending and ascending aircraft arriving and departing these terminals.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on October 14, 1968.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 68-12856; Filed, Oct. 22, 1968;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-SW-64]

CONTROL AREA

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate an additional control area with a 12,500 foot M.S.L. floor to extend from the Zuni, N. Mex., VORTAC direct to the intersection of the Zuni

VORTAC 226° T (212° M) and St. John, N. Mex., VORTAC 247° T (233° M) radials. This additional control area would provide protection for instrument flight rule air traffic which operates between Zuni and Phoenix, Ariz.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 1689, Fort Worth, Tex. 76101. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on October 14, 1968.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 68-12857; Filed, Oct. 22, 1968;
8:47 a.m.]

Federal Highway Administration

[23 CFR Part 3]

[Docket No. 36]

PUBLIC HEARINGS AND LOCATION AND DESIGN APPROVAL

Notice of Proposed Regulations

Notice is hereby given that the Federal Highway Administrator is considering the addition of a new Part 3 to Title 23 of the Code of Federal Regulations, as set forth below. The purpose of the proposed new part is to ensure, to the maximum extent practicable, that highway locations and designs reflect and are consistent with Federal, State, and local goals and objectives. The rules, policies, and procedures that would be established by this part are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by State highway departments whose responsibility it is to make highway decisions, before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion and are designed to encourage amicable resolution of controversial issues that may arise.

The proposed regulation requires State highway departments to fully consider a

wide range of factors in determining highway locations and highway designs. It provides for extensive coordination of proposals with public and private interests. In addition, it provides for a two-hearing procedure designed to give all interested persons an opportunity to become fully acquainted with highway proposals of concern to them and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exists.

Informal drafts of proposed policy and procedure memoranda on the same subjects were distributed in October of 1967 and March of 1968. All comments received have been carefully considered in the preparation of the new proposed part. The decision to issue a regulation, rather than a memorandum, has been taken because the contents are clearly regulatory in nature and because they affect not only State highway departments but the general public.

Interested persons are invited to participate in the making of the proposed regulation by submitting written data, views, or arguments. Six copies of comments should be submitted to the Federal Highway Administration, Rules and Docket Room 512, 400 Sixth Street SW., Washington, D.C. 20591. All comments received by the close of business on November 22, 1968, will be considered before action is taken on the proposed regulation. All comments submitted will be available both before and after the closing date for comments, in the docket for examination by interested persons.

Issued in Washington, D.C., on October 21, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

- | | |
|------|---|
| Sec. | Applicability. |
| 3.1 | Definitions. |
| 3.3 | Hearings required. |
| 3.5 | Coordination required. |
| 3.7 | Opportunity for public hearings. |
| 3.9 | Public hearing procedures. |
| 3.11 | Consideration of social, economic, and environmental effects. |
| 3.13 | Location and design approval. |
| 3.15 | FWA action on requests; appellate procedures. |
| 3.17 | Reimbursement for public hearing expenses. |
| 3.19 | |

AUTHORITY: The provisions of this Part 3 issued under 23 U.S.C. 123 and 315, secs. 2(a), 2(b)(2) and 9(a)(1) of the Department of Transportation Act; 40 U.S.C. 1651 (a) and (a)(2), 1657(c)(1), and delegation of authority by Secretary to the Federal Highway Administrator; 49 CFR Part 1, § 1.4(c).

§ 3.1 Applicability.

(a) This part applies to all Federal aid highway projects. It also applies to forest highway projects. A public hearing on each forest highway project should be held by a person other than an official of the Federal Government whenever it can be arranged.

(b) If preliminary engineering or other work related to an undertaking to construct a portion of a Federal-aid highway project is carried out without Federal-aid funds, subsequent phases of

the work are eligible for Federal-aid funding only if the nonparticipating work after (the effective date of this part) was done in accordance with this part.

(c) Secondary Road Plans shall be amended as necessary to incorporate procedures similar to those required for other projects. Project actions by the division engineer or submissions to the division engineer which are not now required should not be established for Secondary Road Plan projects as a result of this Part. Secondary Road Plans shall include provisions requiring (1) route location and highway design approval, (2) preparation of study reports as described in § 3.15, and (3) corridor and highway design public hearings in all cases where they would be required for Federal-aid projects not administered under the Secondary Road Plan.

§ 3.3 Definitions.

As used in this part:

(a) A "corridor public hearing" is a public hearing that—

(1) Is held before the route location is approved by the division engineer and before the State highway department is committed to a specific alternative;

(2) Is held to ensure that an opportunity is afforded for effective participation by interested persons in the determination of the need for, and the location of, a Federal-aid highway;

(3) Provides a public forum that affords a full opportunity for presenting views on each proposed highway location, and the social, economic, and environmental effects of that location and alternate locations; and

(4) Offers the opportunity to explore the question of whether alternative methods of transportation would better serve the public interest.

(b) A "highway design public hearing" is a public hearing that—

(1) Is held after route location approval has been approved by the division engineer but before highway design approval;

(2) Is held to ensure that an opportunity is afforded for effective participation by interested persons in the determination of the specific location and design of a Federal-aid highway; and

(3) Provides a public forum that affords a full opportunity for presenting views on each proposed highway design, including the social, economic, environmental, and other effects of that design and alternate designs.

(c) "Social, economic, and environmental effects" means the direct and indirect benefits or losses to the community and to highway users. It includes, but is not limited to, effects pertinent to the locations or designs under consideration and related to the following:

- (1) National defense.
- (2) Economic activity.
- (3) Employment.
- (4) Recreation.
- (5) Fire protection.
- (6) Aesthetics.
- (7) Public utilities.
- (8) Public health and safety.

(9) Residential and neighborhood character and location.

(10) Religious institutions and practices.

(11) Conduct and financing of government.

(12) Conservation (including erosion, sedimentation and other water pollution problems).

(13) Natural and historical landmarks.

(14) Property values.

(15) Multiple use of space.

(16) Replacement housing.

(17) Education (including disruption of school district operations).

(18) Displacement of families and businesses.

(19) Engineering, right-of-way and construction costs of the project and related facilities.

(20) Maintenance and operating costs of the project and related facilities.

(21) Operation and use of existing highway facilities and other transportation facilities during construction and after completion.

§ 3.5 Hearings required.

(a) Except as otherwise provided in this section, both a corridor hearing and a highway design hearing must be held, or an opportunity afforded for those hearings, with respect to each Federal-aid highway project.

(b) A single combined corridor and highway design public hearing, or the opportunity for such a hearing, meets the requirements of this part if the following conditions are met:

(1) There are only minor changes in rights-of-way.

(2) There is no essential change in the layout and function of connecting roads and streets or the effect on features of general public interest.

(3) Urban areas of more than 5,000 population are not involved.

The hearing must be held, or the opportunity for such a hearing must be afforded, before route location approval.

(c) The hearing requirements of paragraph (a) of this section do not apply to a project for resurfacing, widening existing lanes, adding auxiliary lanes, replacing existing grade separation structures, installing traffic control devices, or similar improvements, that do not—

(1) Require the acquisition of additional rights-of-way, including rights of access, light, air, or views;

(2) Have an adverse effect upon abutting real property (as, for example, an adverse effect caused by a material change in grade of an existing street or by the large-scale removal of shade trees);

(3) Have an adverse effect upon features of general public interest; or

(4) Change the layout or function of connecting roads or streets or of the facility being improved.

(d) With respect to a project on which a hearing was held before (the effective date of this part), the following requirements apply:

(1) If location approval is not requested within 3 years after the date of the hearing, compliance with the corridor hearing requirements is required unless a substantial amount of right-of-way has been required.

(2) If location approval is requested within 3 years after the date of the hearing, compliance with the corridor hearing requirements is not required.

(3) If design approval is not requested within 3 years after the date of the hearing, compliance with the design hearing requirements is required.

(4) If design approval is requested within 3 years after the date of the hearing, compliance with the design hearing requirements is nevertheless required unless the division engineer finds that the hearing adequately dealt with design issues.

(e) If location approval is not requested within 3 years after the date of the related corridor hearing held under this part, a new hearing must be held or the opportunity afforded for such a hearing.

(f) If design approval is not requested within 3 years after the date of the related design hearing held under this part, a new hearing must be held or the opportunity afforded for such a hearing.

§ 3.7 Coordination required.

(a) When a State highway department begins considering a traffic corridor in a particular area, it shall solicit the views of that State's resource, recreation, and planning agencies, and of those Federal agencies and local public officials, agencies, and advisory groups whose functions, interests, or responsibilities can reasonably be anticipated to be affected by a highway in that corridor. If the corridor affects another State, views shall also be solicited from the appropriate agencies within that State. All written views received as a result of coordination under this paragraph must be made available to the public as a part of the public hearing procedures set forth in § 3.11.

(b) Other public hearings or informal public meetings, clearly identified as such, may be desirable either before the study of alternate routes in the corridor begins or as it progresses to inform the public about highway proposals and to obtain information from the public which might affect the scope of the study or the choice of alternatives to be considered, and which might aid in identification of critical social, economic and environmental effects at a stage permitting maximum consideration of these effects. State highway departments are encouraged to hold such a hearing or meeting whenever that action would further the objectives of this part or would otherwise serve the public interest.

§ 3.9 Opportunity for public hearings.

(a) A State may satisfy the requirement for a public hearing by (1) holding a public hearing or (2) publishing a notice of opportunity for public hearing and holding a public hearing if any written requests for such a hearing are received. If no requests are received in

response to a notice within the time specified for the submission of those requests, the State highway department shall certify that fact to the division engineer.

(b) A notice of opportunity for public hearing, meeting the requirements for a notice of public hearing outlined in § 3.11(a) (1) and (3), shall be furnished to the division engineer at time of publication. In addition, the procedure for requesting a public hearing shall be explained in the notice. The deadline for submission of such a request may not be less than 21 days after the date of publication of the first notice of opportunity for public hearing, and no less than 14 days after the date of publication of the second notice of opportunity for public hearing.

(c) Opportunity for another public hearing shall be afforded in any case when a proposal is substantially changed from what was presented either (1) in a notice of public hearing or (2) at a public hearing.

(d) State highway departments are encouraged to provide the opportunity for public hearings in connection with all proposals for improvement of Federal-aid highways, whether or not those hearings are required.

(e) The opportunity for a public hearing shall be afforded in each case in which either the State highway department or the division engineer is in doubt as to whether a public hearing is required.

§ 3.11 Public hearing procedures.

(a) Notice of public hearing:

(1) When a public hearing is to be held, a notice of public hearing shall be published at least twice in a newspaper having general circulation in the vicinity of the proposed undertaking. The notice should also be published in any newspaper having a substantial circulation in the area concerned; such as foreign language newspapers and local community newspapers. The second of the two required publications shall be at least 7 days after the first publication and at least 21 days before the date on which the hearing is to be held. The timing of additional publications is optional.

(2) In addition to publishing a formal notice of public hearing, the State highway department shall, at the same time, mail copies of the notice to appropriate news media, the State's resource, recreation, and planning agencies, and those Federal agencies, and local public officials, advisory groups, and agencies whose functions, interests, or responsibilities can reasonably be anticipated to be affected by the proposal. In all cases copies must be sent to the appropriate representative of the Departments of the Interior and Housing and Urban Development. To the extent feasible, civic associations and other community groups having an interest in the area should be given similar official notification.

(3) Each notice of public hearing shall specify the date, time, and place of the hearing and shall contain a description of the proposal. To promote public un-

derstanding, the inclusion of a map or other drawing as part of the notice is encouraged. The notice of public hearing shall specify that maps, drawings and other pertinent information developed by the State highway department and written views received as a result of the coordination outlined in § 3.5(a) will be available for public inspection and copying and shall specify where this information is available; namely, at the nearest State highway department office or at some other convenient location in the vicinity of the proposed project.

(4) A notice of highway design public hearing shall indicate that tentative schedules for right-of-way acquisition and construction will be discussed.

(5) Notices of public hearing shall indicate that relocation assistance programs will be discussed.

(6) The State highway department shall furnish the division engineer with a copy of the notice of public hearing at the time of first publication.

(b) Conduct of public hearing:

(1) Public hearings are to be held at a place and time generally convenient for persons affected by the proposed undertaking.

(2) Provision shall be made for submission of written statements and other exhibits in place of, or in addition to, oral statements at a public hearing. The procedure for the submissions shall be described in the notice of public hearing and at the public hearing. The final date for receipt of such statements or exhibits shall be at least 10 days after the public hearing.

(3) At each required corridor public hearing, pertinent information about location alternatives studied by the State highway department shall be made available; at each required highway design public hearing, information about design alternatives studied by the State highway department shall be made available.

(4) The State highway department shall make suitable arrangements for responsible highway officials to be present at public hearings as necessary to conduct the hearings and to be responsive to questions which may arise.

(5) The State highway department shall describe the State-Federal relationship in the Federal-aid highway program by an appropriate brochure, pamphlet, or statement, or by other means.

(6) A State highway department may arrange for local public officials to conduct a required public hearing. The State shall be appropriately represented at such public hearings and is responsible for meeting other requirements of this part.

(7) The State highway department shall meet all Federal requirements with respect to the relocation assistance program.

(8) At each public hearing the State highway department shall announce or otherwise explain that at any time after the hearing and before the route or design approval related to that hearing, all information developed in support of the location or design approval outlined in

§ 3.15, will be available upon request, for public inspection and copying.

(9) To improve coordination with the State highway department, it is often desirable that the division engineer or his representative attend a public hearing as an observer. At a hearing, he may properly explain procedural and technical matters, if asked to do so. A Federal Highway Administration decision regarding a proposed location or design will not be made before the State highway department has requested location or design approval in accordance with § 3.15.

(c) Transcript:

(1) The State highway department shall provide for the making of a verbatim written transcript of the oral proceedings at each public hearing. It shall submit a copy of the transcript to the division engineer within a reasonable period (usually less than 2 months) after the public hearing, together with:

(i) Copies of, or reference to, or photographs of each statement or exhibit used or filed in connection with a public hearing.

(ii) Copies of, or reference to, all information made available to the public before the public hearing.

(2) The State highway department shall make copies of the materials described in subparagraph (1) of this paragraph available for public inspection and copying not later than the date the transcript is submitted to the division engineer.

§ 3.13 Consideration of social, economic, and environmental effects.

State highway departments shall consider social, economic, and environmental effects before submission of requests for location or design approval, whether or not a public hearing has been held. Consideration of social, economic, and environmental effects shall include analysis of information submitted to the State highway department in connection with public hearings or in response to the notice of the location or design for which a State highway department intends to request approval. It shall also include consideration of information developed by the State highway department or gained from other contacts with interested persons or groups.

§ 3.15 Location and design approval.

(a) This section applies to all requests for location or design approval whether or not public hearings, or the opportunity for public hearings, are required by this Part.

(b) Each request by a State highway department for approval of a route location or highway design must include a study report containing the following:

(1) Descriptions of the alternatives considered and a discussion of the anticipated social, economic, and environmental effects of the alternatives, pointing out the significant differences and the reasons supporting the proposed location or design. In addition, the report must include an analysis of the relative consistency of the alternatives with the

goals and objectives of any urban plan that has been adopted by the community concerned.

(1) Location study reports must describe the terminal, the general type of facility, the nature of the service which the highway is intended to provide, and other major features of the alternatives.

(2) Design study reports must describe essential elements such as design standards, number of traffic lanes, access control features, general horizontal and vertical alignment, right-of-way requirements and location of bridges, interchanges and other structures.

(2) Appropriate maps or drawings of the location or design for which approval is requested.

(3) A summary and analysis of the views received concerning the proposed undertaking.

(4) A list of any prior studies relevant to the undertaking. At the time it requests approval under this paragraph, each State highway department shall publish in a newspaper meeting the requirements of § 3.11(a)(1), a notice describing the location or design, or both, for which it is requesting approval. The notice must include a map or sketch of that location or design and a statement making available to the public all the information submitted in support of the request for approval.

(c) The following requirements apply to the processing of requests for highway location or highway design approval:

(1) **Location approval.** The division engineer may approve a route location and authorize design engineering only after the following requirements are met.

(i) The State highway department has requested route location approval.

(ii) Corridor public hearings required by this part have been held, or the opportunity for hearings has been afforded.

(iii) The State highway department has submitted public hearing transcripts and certificates required by section 128, title 23, United States Code.

(iv) The requirements of this part and of other applicable laws and regulations.

(2) **Design approval.** The division engineer may approve the highway design and authorize right-of-way acquisition, approve right-of-way plans, approve construction plans, specifications, and estimates, or authorize construction, only after the following requirements have been met:

(i) The route location has been approved.

(ii) The State highway department has requested highway design approval.

(iii) Highway design public hearings required by this part have been held, or the opportunity for hearings has been afforded.

(iv) The State highway department has submitted the public hearing transcripts and certificates required by section 128, title 23, United States Code.

(v) The requirements of this part and of other applicable laws and regulations.

(d) The division engineer may authorize right-of-way acquisition in exceptional cases, as provided in paragraph 1b of Federal Highway Administration

Policy and Procedure Memorandum 2, before a highway design public hearing is held, but not before route location approval.

§ 3.17 FHWA action on requests; appellate procedures.

(a) The division engineer publishes notice of the action taken on requests for approval of a highway location or design, or both, in a newspaper meeting the requirements of § 3.11(a)(1). That action becomes final for the purposes of 5 U.S.C. 704, 30 days after the date of publication of the notice unless that action is appealed under this section.

(b) Any interested person may appeal the action of the division engineer on a request for approval of a highway location or design, or both. The appeal must be filed, within 15 days after the date of publication of the notice of that action, with the Administrator, Federal Highway Administration, Washington, D.C. 20591. The appeal must be in writing and must include the reasons why the petitioner believes the action of the division engineer is contrary to applicable law, regulation, or policy or is not in the public interest.

(c) The filing of an appeal within the time prescribed in paragraph (b) of this section stays the action of the division engineer until the appeal is disposed of by the Administrator. Action on the appeal by the Administrator is final for the purposes of 5 U.S.C. 704.

§ 3.19 Reimbursement for public hearing expenses.

Public hearings are an integral part of the preliminary engineering process. Reasonable costs associated with public hearings are eligible for reimbursement with Federal-aid funds on the same basis as other preliminary engineering costs. Reimbursable costs may include reasonable costs of issuing hearing notices, renting meeting places, preparing transcripts, and similar costs.

[F.R. Doc. 68-12954; Filed, Oct. 22, 1968; 8:52 a.m.]

ATOMIC ENERGY COMMISSION

10 CFR Part 20

STANDARDS FOR PROTECTION AGAINST RADIATION

Reports of Loss or Theft of Licensed Material

Section 20.402 of 10 CFR Part 20 requires licensees of the Atomic Energy Commission to report to the Commission by telephone and telegraph any loss or theft of byproduct, source, or special nuclear material immediately after its occurrence becomes known to the licensee. If it appears to the licensee that a substantial hazard may result to persons in unrestricted areas, Section 20.402 does not require that the licensee submit information as to the circumstances surrounding the loss or steps taken to recover the licensed material. The telegraphic report occasionally is incomplete,

or even misleading since it may have been filed with the Commission before the facts were fully developed.

The proposed amendment of § 20.402 set forth below would require a licensee to file a written report in addition to the telephone and telegraph report presently required by § 20.402. The written report would be filed within 30 days from the date that the licensee learns of the loss or theft and would include the following information: description of the licensed material including kind, quantity, chemical and physical form; conditions under which loss or theft occurred; disposition or probable disposition of the radioactive material; known radiation exposures and circumstances under which they occurred; extent of possible hazard to persons in unrestricted areas; and steps which have been taken or will be taken to recover the material and to prevent a recurrence of the loss or theft. The proposed amendment would provide also that any report filed with the Commission pursuant to § 20.402 shall be so prepared that names of individuals who have received exposure to radiation are stated in a separate part of the report.

The written report would contain more information than the telegraphic report, present a more accurate and complete account of circumstances surrounding the loss, and permit a more realistic assessment of the risk, if any, resulting from the incident.

Subsequent to filing the written report the licensee would be required to report any substantive additional information which becomes available on the loss or theft within 30 days after he learns of such information.

Pursuant to the Atomic Energy Act of 1954, as amended, and section 553 of title 5 of the United States Code, notice is hereby given that adoption of the following amendment of 10 CFR Part 20 is contemplated. All interested persons who desire to submit written comments or suggestions in connection with the proposed amendment should send them to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Branch, within 60 days after publication of this notice in the Federal Register. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified. Copies of comments on the proposed rule may be examined at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C.

Section 20.402 of 10 CFR Part 20 is amended by designating the present text as paragraph (a) and adding new paragraphs (b), (c), and (d). As revised, § 20.402 reads as follows:

§ 20.402 Reports of theft or loss of licensed material.

(a) Each licensee shall report by telephone and telegraph to the Director of the appropriate Atomic Energy Commission Regional Compliance Office listed in Appendix D, immediately after its occurrence becomes known to the

*Roads General
acquisition if there
is one.*
July 5, 1967

Mr. Sig Sanchez
Supervisor
County Administration Building
San Jose, California

Dear Mr. Sanchez:

You have asked for a report on the amount of interest paid in the acquisition of land for county highways. In conjunction with the Department of Public Works, we have computed the interest paid for the calendar year 1966 and for the first six months of 1967. The breakdown is as follows:

1966	\$256,655.79
First 6 mos. 1967	49,798.60


To consider the amount of interest paid without reference to the value of the land acquired during this period of time presents a distorted picture. For example, the total paid for all county highway right-of-way was \$20,514,970, and the total interest paid was 1.5% of this amount.

The interest paid in 1966 includes the condemnation of the Southern Pacific Company railroad right-of-way for Foothill Expressway. The value of the land taken was \$2,149,000, and interest was \$125,451.17. You may recall that there was considerable objection to the county acquiring the land and many months were consumed in numerous hearings before the Interstate Commerce Commission and in the federal courts. All of these contributed to the delay in proceeding with the actual acquisition. A number of legal obstacles had to be resolved first, and we had no control over the actions of the parties who were in opposition. This accounts for the large amount of interest in this particular case.

Very truly yours,

JOHN R. KENNEDY
County Counsel

JRK:meb
cc: Each Supervisor
Howard W. Campen
James T. Pott

	REFERRAL TO DEPARTMENT COUNTY OF SANTA CLARA	TO: <u>County Counsel</u>	FROM <input checked="" type="checkbox"/> BOARD OF SUPERVISORS <input type="checkbox"/> COUNTY EXECUTIVE
DATE 6-9-67	AGENDA ITEM NUMBERS OR DESCRIPTION Extra item - See item circled in red on attached summary		
AGENDA DATE 6-5-67			
<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> <input type="checkbox"/> STUDY & RECOMMENDATION <input type="checkbox"/> REPORT </div> <div style="width: 20%;"> <input type="checkbox"/> PREPARE NECESSARY PAPERS <input type="checkbox"/> APPROPRIATE ACTION </div> <div style="width: 20%;"> <input type="checkbox"/> NOTIFY WRITER OF ACTION <input type="checkbox"/> </div> <div style="width: 20%;"> <input type="checkbox"/> SEE HWC <input type="checkbox"/> SEE NRH </div> </div>			
RE-AGENDIZE FOR:	IF THERE IS AN ENTRY IN THIS SPACE, THE BOARD OF SUPERVISORS HAS ORDERED THAT THE MATTER BE CONSIDERED ON THE DATE SHOWN. YOU MUST HAVE A RESPONSE ON THE AGENDA FOR THAT DATE.		
FOLLOW-UP DATE	IF THERE IS AN ENTRY IN THIS SPACE, THE ITEM WILL BE FOLLOWED UP BY THE COUNTY EXECUTIVE. IF YOU ARE UNABLE TO TAKE ACTION BY THE DATE SHOWN, YOU MUST NOTIFY THE COUNTY EXECUTIVE.		
CHECK PROGRESS ON:			
REMARKS Requested County Counsel to come in with interest figures on condemnation suits for period of one year.			
b1			
ACTION COMPLETED BY: <i>J. Kennedy - letter to Bl members dated 7-5-67</i>			DATE 7-20-67

SANTA CLARA
COUNTY OF

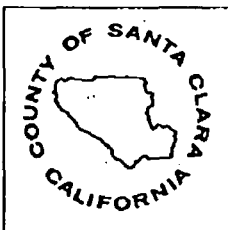
JUL 20 11 23 AM '67

RECEIVED
BOARD OF SUPERVISORS

County of Santa Clara

S.D. All

Roads - Gen



TRANSMITTAL MEMORANDUM

DEPARTMENT OF PUBLIC WORKS

DATE: September 15, 1966

FOR: BOARD OF SUPERVISORS AGENDA OF September 26, 19 66

FROM: Robert J. Perrich, Assistant Director

TITLE: The Problem of Vandalism

DESCRIPTION:

Transmitted herewith is a copy of a staff report, prepared in cooperation with our Operations Division, concerning the problems of vandalism to the County Road System. We offer no particular suggestions or solutions at this time, but rather take this means to bring this matter to your attention and to the public.

RJP:ilb

cc: LCB

AGENDA DATA

DATE: _____

ITEM NO: _____

BOARD ACTION _____

APPROVED: _____

James T. Pott
JAMES T. POTT, COUNTY ENGINEER

PAGE ___ of ___

MEMORANDUM

To: Robert J. Perrich

From: Robert Whiteaker

SUBJECT: "The Problem of Vandalism"

Date: 9/8/66

A large part of the tax dollar allocated for road maintenance in Santa Clara County goes for repairing damages caused by vandalism. This vandalism is not just 'kid stuff'. It is vicious destruction rendered to Public Property by high powered rifles, automobiles and metal working tools. Oddly enough, people who accidentally damage road signs or other public property almost always report the damage and pay for it.

The cost of repairing damage caused by vandalism in relation to the cost of the facility damaged is not usually very high. But these small acts of destruction are so frequent that the total cost is very high. They also divert time and money from normal road maintenance.

The Operations Division of the Santa Clara County Department of Public Works, which is responsible for the maintenance of the County road system, reports some of the damage caused by vandalism.

1. traffic barricades, lights, signs, sight panels, traffic cones and reflectors are stolen, run over, shot at, torn down, or otherwise mutilated at an annual cost to the taxpayers of \$15,000.
2. Damage to maintenance equipment such as holes shot in radiators, dirt dumped in fuel tanks and crank cases, smashed instrument panels, and severed hydraulic lines cost the public around \$2,500. annually.
3. Each time routine maintenance is performed on traffic signals there is \$20. to \$40. of vandalism to repair. Last year the damage caused by vandals to traffic signals on the San Tomas Expressway alone cost \$1,000. to repair. Vandals also mutilated \$250. of electrical facilities at Reid-Hillview Airport.
4. In its last year of ^{operation} ~~ownership~~ of the Quarry, the County suffered damages of \$1,200. for stolen tools, shot-out lights, materials dumped from bunkers and tipped over oil drums.

One unusual item that costs over \$500. per year is the damage done to chain-link fences on Expressways and Flood Control projects. This damage is done by selfish people who cut passage ways through the fence for their own convenience.

The public also pays indirectly through increasing contract costs for the vandalism suffered by contractors working on County projects. Incidents of construction site vandalism are usually very expensive. One example was \$3,000. damage to a signal installation at El Monte Avenue by someone using it for target practice. Another was \$5,000 damage to a large backhoe being used on a water importation project.

The public is generally unaware of the large amount of damage done to public property. Individual acts of destruction in themselves are not too noticeable and are usually quickly repaired. It would be easy to see how much damage is done by vandals along our roads if no repairs were made for one year. But if they were not repaired the County would be open to a law

suit for negligence in maintaining signs and signals and allowing a hazardous condition to endanger public safety.

In addition to paying for the vandalism done to County property the public must also pay for that done to City and State property. Although the total amount of vandalism is very high it is almost impossible to provide public protection against isolated acts of vandalism.

The solution to this problem must lie with the private citizen. First of all he should instill in his children respect for public property and make them realize that the taxpayers have to foot the bill for vandalism. Secondly, he should report to the police any act of vandalism he may witness or know about.

Roads Gen

March 25, 1965

Director of Public Works
County of Santa Clara
Santa Clara, California

Gentlemen:

A. J. Peters & Son, Inc.

Bond No. L6110084-\$1,000 Encroachment Permit Bond, dated December 16, 1963
Bond No. L6109766-\$1,000 Space Permit Bond, dated September 26, 1963

Cancellation notices on the above bonds were sent out on November 12, 1964 (for Bond No. L6110084) and on November 16, 1964 (for Bond No. L6109766). We have subsequently been informed by our principal that the bonds in question were in fact never filed.

Will you please determine for us whether or not either of these bonds was filed with you.

Sincerely yours,

William T. Whalen
Fidelity, Surety, & Burglary Department

WTW:jn

April 5, 1965

This is to advise that both bonds are on file in this office. Cancellation Notice was received for Encroachment Permit Bond No. L-6110084 to be effective 12-16-63. No Cancellation Notice was received for Street Space Permit Bond No. L-6109766.

APR 10 1965
COUNTY OF SANTA CLARA
RECEIVED

Mrs. Jean Pullan
Clerk of the Board of
Supervisors, 70 West
Hedding Street, San Jose,
California.

RECEIVED
BOARD OF SUPERVISORS
APR 1 8 43 AM '65
COUNTY OF
SANTA CLARA

RECEIVED
PUBLIC WORKS
MAR 29 10 04 AM '65
COUNTY OF
SANTA CLARA

RECEIVED
DEPT. OF PUBLIC WORKS
MAR 29 1965
COUNTY ENGINEER

Fireman's Fund

INSURANCE



COMPANIES

FIREMAN'S FUND INSURANCE COMPANY
HOME FIRE & MARINE INSURANCE COMPANY
NATIONAL SURETY CORPORATION
HOME OFFICE: SAN FRANCISCO, CALIFORNIA

**NOTICE OF CANCELLATION
OR TERMINATION**

Director of Public Works
Of the County of Santa Clara
Santa Clara, California

November 12, 1964

FIREMAN'S FUND INSURANCE COMPANY, Surety upon a certain Encroachment Permit Bond
Bond, No. L-6110084, dated on or about December 16, 1963,
in your favor, in the amount of ONE THOUSAND AND NO/100 Dollars (\$1,000.00),
covering A. J. PETERS & SON, INC.
hereby notifies you that it has elected to cancel/~~terminate~~ said bond in its entirety, such cancellation/~~termination~~
to become effective 30 days after receipt of this notice which is being sent by registered mail.

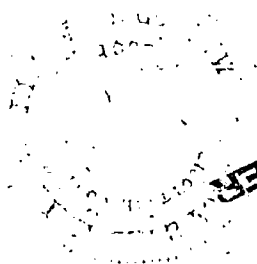
This notice is given to you in accordance with the cancellation/~~termination~~ provision in said bond contained.

FIREMAN'S FUND INSURANCE COMPANY
Lock Box 3136, San Francisco, California

By A. C. Johnson
A. C. JOHNSON

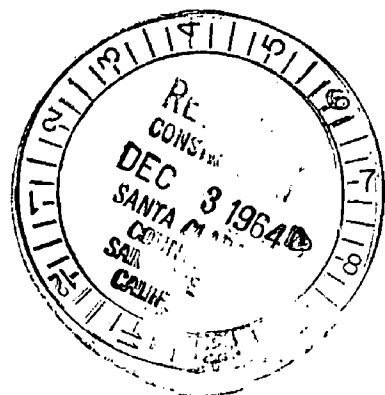
Attorney-In-Fact

cc: Agent
Branch Office
Principal



COUNTY ENGINEER

RECEIVED
DEPT. OF PUBLIC WORKS
DEC 2 1964



NOTARIAL ACKNOWLEDGMENT-ATTORNEY IN FACT

STATE OF CALIFORNIA

CITY AND

SAN FRANCISCO

County of } S. S.

On this 16TH day of DECEMBER, 19 63, before
me, RUTH M. THURBER, a Notary Public in and for
said CITY AND County, State aforesaid, residing therein, duly commis-
sioned and sworn, personally appeared A. C. JOHNSON
known to me to be the person whose name is subscribed to the within instrument as the
attorney in fact of

FIREMAN'S FUND INSURANCE COMPANY

and acknowledged to me that he subscribed the name of FIREMAN'S FUND
INSURANCE COMPANY thereto as principal, and his own as attorney in fact.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal.
at my office in the said CITY AND County of SAN FRANCISCO
the day and year in this certificate first above written.

Ruth M. Thurber

Notary Public in and for the CITY AND County of SAN FRANCISCO
State of California.

My commission expires JUNE 17, 1967

~~XXXXXXXXXX~~

C-BN 768 7-63

Fireman's Fund

INSURANCE



COMPANIES

FIREMAN'S FUND INSURANCE COMPANY
NORWEL FIRE & MARINE INSURANCE COMPANY
NATIONAL SURETY CORPORATION

Bond No. L-6110084

Premium: \$20.00 per annum.

ENCROACHMENT PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS:

That We, A. J. PETERS & SON, INC., of San Jose, California, as Principal and FIREMAN'S FUND INSURANCE COMPANY, a Corporation organized and doing business under and by virtue of the laws of the State of California, and duly licensed for the purpose of making, guaranteeing or becoming sole surety upon bonds or undertakings required or authorized by the laws of the State of California, as Surety, are held and firmly bound unto the COUNTY OF SANTA CLARA in the penal sum of ONE THOUSAND AND NO/100 DOLLARS (\$1,000.00), lawful money of the United States of America, to be paid to the County of Santa Clara for which payment well and truly to be made we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, That

WHEREAS, the Building Code of the County of Santa Clara requires that a permittee doing general engineering construction work in the County of Santa Clara file an Encroachment Permit Bond to restore the pavement to its original condition, and

WHEREAS, the above bounden Principal has or is about to be granted a permit for general engineering construction work;

NOW, THEREFORE, if the above bounden Principal as permittee will restore the pavement to its original condition as required under the Building Code of the County of Santa Clara, then this obligation to be null and void; otherwise to remain in full force and effect.

SUBJECT, HOWEVER, to the following condition:

1. That the Surety may cancel this bond upon giving thirty (30) days' written notice to the Director of Public Works of the County of Santa Clara, such cancellation to be effective thirty (30) days after receipt of such written notice.

IN WITNESS WHEREOF, the said Principal and Surety above hereunto set their hands and seals this 16th day of December, 1963.

A. J. PETERS & SON, INC.

By Harold J. Abbott

FIREMAN'S FUND INSURANCE COMPANY

By A. C. Johnson
A. C. JOHNSON (Attorney-in-Fact)

NOTARIAL ACKNOWLEDGMENT-ATTORNEY IN FACT

STATE OF CALIFORNIA

CITY AND

SAN FRANCISCO

County of S. S.

On this 26TH day of SEPTEMBER, 19 63, before me, RUTH M. THURBER, a Notary Public in and for said CITY AND County, State aforesaid, residing therein, duly commissioned and sworn, personally appeared A. C. JOHNSON known to me to be the person whose name is subscribed to the within instrument as the attorney in fact of

FIREMAN'S FUND INSURANCE COMPANY

and acknowledged to me that he subscribed the name of FIREMAN'S FUND INSURANCE COMPANY thereto as principal, and his own as attorney in fact.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, at my office in the said CITY AND County of SAN FRANCISCO the day and year in this certificate first above written.

Ruth M. Thurber

Notary Public in and for the CITY AND County of SAN FRANCISCO State of California.

My commission expires JULY 17, 1967 June 17, 1967

XXXXXXXXXXXX

C-BN 768 7-63

Roads General
Bond No. L-6109766

Premium: \$10.00 per annum.



STREET SPACE PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS:

That We, A. J. PETERS & SON, INC., of San Jose, California, as Principal and FIREMAN'S FUND INSURANCE COMPANY, a Corporation organized and doing business under and by virtue of the laws of the State of California, and duly licensed for the purpose of making, guaranteeing or becoming sole surety upon bonds or undertakings required or authorized by the laws of the State of California, as Surety, are held and firmly bound unto the COUNTY OF SANTA CLARA in the penal sum of ONE THOUSAND AND NO/100 DOLLARS (\$1,000.00), lawful money of the United States of America, to be paid to the County of Santa Clara, for which payment well and truly to be made we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, that

WHEREAS, the Building Code of the County of Santa Clara requires that a permittee doing general construction work in the County of Santa Clara will remove all dirt, debris, materials and equipment from the street in the allotted time and restore the pavement to its original condition and post a guarantee to the County of Santa Clara that this will be done, and

WHEREAS, the above bounden Principal has or is about to be granted a permit for continuous building operations;

NOW, THEREFORE, if the above bounden Principal as permittee will remove all dirt, debris, materials and equipment from the street in the allotted time and restore the pavement to its original condition as required under the Building Code of the County of Santa Clara, then this obligation to be null and void; otherwise to remain in full force and effect.

SUBJECT, HOWEVER, to the following condition:

1. That the Surety may cancel this bond upon giving thirty (30) days' written notice to the Director of Public Works of the County of Santa Clara, such cancellation to be effective thirty (30) days after receipt of such written notice.

IN WITNESS WHEREOF, the said Principal and Surety have hereunto set their hands and seals this 26th day of September, 1963.

A. J. PETERS & SON, INC.

By Harold F. Abbott

FIREMAN'S FUND INSURANCE COMPANY

By A. C. Johnson
A. C. JOHNSON (Attorney-in-Fact)

THE UNIVERSITY OF CHICAGO

DATE: 12/12/2011 11:00 AM

1. The first of these is the fact that the United States has a large and growing population of Negroes, who are not only a significant part of the labor force but also a significant part of the consumer market. This has led to a growing awareness of the need for a more equitable distribution of resources and a more equitable distribution of the fruits of economic growth.

[illegible][illegible]

10. The above information is true and correct, and I am not aware of any other information that may be relevant to the above information.

1. The above information was obtained from a confidential source who has provided reliable information in the past. The source has provided this information for your information only. It is not to be used for any other purpose.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

(S) The above information was obtained from a confidential source who has provided reliable information in the past.

(S) The above information was obtained from a confidential source who has provided reliable information in the past.

has since died and suffered over 1000 lbs. loss in weight, and is now in a very poor state of health.

S.I. 100-36890-3A

RECEIVED
BOARD OF SUPERVISORS
OCT 1 1 40 PM '63
COUNTY OF
SANTA CLARA

RECEIVED
BOARD OF SUPERVISORS
OCT 10 - AM '53
COUNTY OF
SANTA CLARA

October 7, 1963

A. J. Peters & Son, Inc.
534 Stockton Avenue
San Jose, California

Subject: Street Space Permit Bond No. L-6109766 -
A. J. Peters & Son, Inc., Principal;
Fireman's Fund Insurance Company, Surety

Gentlemen:

We are returning for signature the above mentioned bond. Please execute on behalf of A. J. Peters & Son and return to this office.

Thank you for your cooperation.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan
Clerk of the Board

JP:kb
Encl.

COUNTY OF SANTA CLARA

Office of the BOARD OF SUPERVISORS

DATE Sept 22, 1965

THE BOARD OF SUPERVISORS AT ITS MEETING OF Sept 20, 1965
REFERRED THE ATTACHED COMMUNICATION TO:

DIRECTIVE:

- | | |
|--------------------------|---------------------------------|
| <input type="checkbox"/> | STUDY AND RECOMMENDATION |
| <input type="checkbox"/> | REPORT |
| <input type="checkbox"/> | ATTEND MEETING |
| <input type="checkbox"/> | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/> | POWER TO ACT |
| <input type="checkbox"/> | APPROPRIATE ACTION |
| <input type="checkbox"/> | NOTIFY WRITER OF ACTION |
| <input type="checkbox"/> | CONSIDERATION |
| <input type="checkbox"/> | RECONSIDERATION |
| <input type="checkbox"/> | REPLY TO WRITER |

DEPARTMENT

REMARKS: Board requested you to meet with the cities
of Mil. View and Sunnyvale and El Rancho Viejo
district to review proposal.

ATTEST: JEAN PULLAN, CLERK OF THE BOARD

BY Margaret Sawyer

City of Sunnyvale

CITY HALL — SUNNYVALE, CALIFORNIA — REgent 9-0531

#18

September 10, 1965

Honorable Chairman and Members
Santa Clara County Board of Supervisors
70 West Hedding Street
San Jose, California

Gentlemen:

The Sunnyvale City Council on September 7, 1965 adopted the enclosed resolution relating to the proposed extension of Remington Drive west of the Sunnyvale City Limits across Stevens Creek Road and Stevens Creek Freeway to Grant Road in Mountain View.

Representatives of the City Staff are available to meet with members of your Board to explain the need for the extension of Remington Drive and why the Sunnyvale City Council supports this project. May we also suggest that a delegate from your staff be asked to meet with the Sunnyvale City Staff, Wednesday, October 6 at 2 p.m. in the Mayor's Conference Room to review the feasibility of this proposed project.

Invitations to attend the October 6 meeting are being sent to the State Division of Highways, the El Camino Hospital Board of Directors, and the Mountain View City Council.

Sincerely,

Thomas H. Sweeney
Thomas H. Sweeney
City Manager

THS:ps
Encl.

41/560

Copy each Bd Member - HWC - DPW - CC - ~~PC~~ - ~~WLS~~

Remington Drive

Date SEP 20 1965

APPROVED *[Signature]*

RE: CE CC PC DPW FLD

NO: _____ ABSTAINS: _____

[Signature]
meet with
Cities and
Keep List.

RESOLUTION NO. 7172

RESOLUTION MEMORIALIZING THE SANTA CLARA COUNTY
BOARD OF SUPERVISORS, CALIFORNIA STATE DIVISION
OF HIGHWAYS, EL CAMINO HOSPITAL DISTRICT, AND
CITY OF MOUNTAIN VIEW TO EXTEND REMINGTON DRIVE
ACROSS STEVENS CREEK AND STEVENS FREEWAY TO GRANT ROAD

WHEREAS, during the past week the City of Sunnyvale formally dedicated the Remington Drive-Fair Oaks Avenue Extension which now makes it possible to use an improved four-lane, major street in travelling from the Baylands Area adjacent to San Francisco Bay to the present termination of Remington Drive at Stevens Creek; and

WHEREAS, the Cities of Sunnyvale and Mountain View are included within the boundaries of El Camino Hospital District which operates a major hospital facility on Grant Road; and

WHEREAS, at present the only access to El Camino Hospital is via Grant Road which is heavily travelled by commuter and residential traffic; and

WHEREAS, in the opinion of the City Council of the City of Sunnyvale the public welfare and convenience of residents in Northern Santa Clara County require the extension of Remington Drive across Stevens Creek and the Stevens Freeway in order to accomplish the following:

1. To provide another means of access to and from El Camino Hospital to make its facilities more readily available in cases of emergency or other disaster, or in the event Grant Road is damaged or otherwise obstructed; and

2. To convert Remington Drive-Fair Oaks Avenue Extension, particularly between El Camino Real in the City of Sunnyvale and the area within the City of Mountain View lying south of El Camino Real, into a major inter-city traffic carrier; and

WHEREAS, in addition to the foregoing reasons, at present Stevens Freeway provides access only at Fremont Avenue and at El Camino Real, and between these points which are approximately 1.9 miles apart there are no crossings or vehicular connections between the Cities of Sunnyvale and Mountain View;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

That the public interest, welfare, convenience and necessity require the construction and completion of a public improvement consisting of the extension of Remington Drive across Stevens Freeway and Stevens Creek into the City of Mountain View and to Grant Road in the vicinity of El Camino Hospital.

That the City Council of the City of Sunnyvale hereby declares its intention to cooperate and assist other public agencies and jurisdictions involved in planning and prosecuting to completion this vitally-needed project.

That the Board of Supervisors of the County of Santa Clara, the City Council of the City of Mountain View, the governing board of El Camino Hospital District, and the Division of Highways of the Department of Public Works of the State of California, and each of them, are hereby memorialized to join with the City of Sunnyvale in planning and prosecuting to completion the within described project.

PASSED AND ADOPTED by the City of Sunnyvale at a regular meeting held on the 7th day of September, 1965, by the following called vote:

AYES: Councilmen: Fernandez, Hayden, Jones, Koraski, Logan, McDaniel,
Conrardy

NOES: Councilmen: None

ABSENT: Councilmen: None

APPROVED:

s/ Eugene N. Conrardy
Mayor

ATTEST:

THOMAS H. SWEENEY, City Clerk

By s/ Florence W. Leonard
Deputy City Clerk

(SEAL)

DEPARTMENT OF PUBLIC WORKS

CALIFORNIA HIGHWAY COMMISSION

P. O. BOX 1079, SACRAMENTO 95805



INFORMATION ONLY

November 8, 1965

Board of Supervisors
County of Santa Clara
Court House
San Jose, California

Gentlemen:

The California Highway Commission at its October 21, 1965 meeting adopted the attached resolution giving general support to the additional steps being taken by the Federal Government in highway beautification.

The Commission also adopted a resolution generally supporting the expanding interest of the Federal Government in the highway safety area, particularly in its aim of advancing highway safety through improved route location, design and construction, and correction of accident causing conditions. A copy of this resolution is also attached.

Sincerely,

ROBERT T. MARTIN
Assistant Secretary

Attachment

cc ea Supv

OCT 21 1965

WHEREAS, the California Highway Commission is proud of California's own work in highway beautification, in the advancement of which:

over \$45,000,000 have been spent on landscaping State highways and another \$45,000,000 for maintaining this landscaping;

an additional \$10,000,000 have been budgeted for new State highway landscaping and an additional \$7,000,000 for landscaping maintenance next year;

California has formally approved a 5,000-mile Scenic Highway System, with general standards and criteria therefor already adopted by the Advisory Committee on a Master Plan for Scenic Highways and by the Director of Public Works;

the Legislature and Governor have approved a 257-project State Highway Safety Roadside Rest Program which is under construction; and

the Department of Public Works and Division of Highways are continually giving increasing attention to attractiveness of structural design of highways and to making route layouts and design more attractive; and

WHEREAS, the Federal Government recently has taken additional steps in making its own contribution to the development of a highway beautification program, now therefore be it

RESOLVED, that the California Highway Commission supports the accelerated Federal interest in highway beautification; and be it further

RESOLVED, that the Administrative Officer of the California Highway Commission, and the Department of Public Works, including the Division of Highways, are requested to take all practical steps:

to cooperate with and assist Federal agencies and the California Legislature in implementing the Federal Highway Beautification Program in California;

to assure that the public is fully informed about the emerging Federal Highway Beautification Program; and

to advise all interested parties and agencies of the strong desire of the California Highway Commission to cooperate in the Federal Highway Beautification Program.

R.B. Bradford

Robert B. Bradford, Chairman

Roger S. Woolley

Roger S. Woolley, Vice Chairman

James A. Guthrie

James A. Guthrie

Joseph C. Houghteling

Joseph C. Houghteling

Abraham Kofman

Abraham Kofman

Franklin S. Payne

Franklin S. Payne

William S. Whitehurst

William S. Whitehurst

OCT 21 1965

WHEREAS, it has always been the conviction of the California Highway Commission that the most important of all aspects of the California highway program is safety of the user; and

WHEREAS, the California Highway Commission has for many years promoted highway safety and budgeted funds therefor, resulting in a substantial decrease in the accident rate; and

WHEREAS, the Federal Government is developing guidelines for a nationwide highway safety program; now therefore be it

RESOLVED that the California Highway Commission gives general support to the expanding interest of the Federal Government in the highway safety area, particularly in its aim of advancing highway safety through improved route location, design and construction, and correction of accident causing conditions; and be it further

RESOLVED that the California Highway Commission requests its Administrative Officer and the Department of Public Works, including the Division of Highways, to continue their full cooperation in the development of a Federal Highway Safety Program toward practical and workable goals; to take all practical steps to assure the maximum benefits to California through cooperation in the field of compliance with and implementation of the emerging Federal Highway Safety Program; and to advise all interested parties and agencies of the Commission's support of this program.

Robert B. Bradford

Robert B. Bradford, Chairman

Roger S. Woolley

Roger S. Woolley, Vice Chairman

James A. Guthrie

James A. Guthrie

Joseph C. Houghteling

Joseph C. Houghteling

Abraham Kofman

Abraham Kofman

Franklin S. Payne

Franklin S. Payne

William S. Whitehurst

William S. Whitehurst

RECEIVED
BOARD OF SUPERVISORS

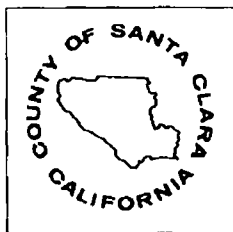
MAY 9 10 47 AM '65

COUNTY OF
SANTA CLARA

county of santa clara

Roads Gen

#19.



TRAFFICWAYS COMMITTEE

COUNTY ADMINISTRATION BUILDING 70 WEST HEDDING STREET
ROOM 524 SAN JOSE 10, CALIFORNIA 299-2323

May 17, 1965

Honorable Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, California

Subject: Revised Trafficways Plan, As Amended

Gentlemen:

At its meeting on May 12, 1965, the Trafficways Committee considered the Revised Trafficways Plan of April 14, 1965, as presented by the County Planning Department.

The Committee unanimously recommends that your Honorable Board approve this plan with the following amendments:

- (1) Show an interchange with Highway 17 at Montevina Road instead of Black Road.
- (2) Delete the structure shown at Charleston Road and Central Expressway.
- (3) Label Lark Avenue and Winchester Boulevard.

Very truly yours,

TRAFFICWAYS COMMITTEE

Thos B. Inglis
Thos. B. Inglis,
Chairman

TBI:kb

CC: Each Supervisor
Public Works
Planning Department
County Executive
County Counsel

Date MAY 24 1965
APPROVED *m/d*
RE: CE CC PC DPW FLD
NO: ABSTAINS:

PLANNING DEPARTMENT KARL J. BELSER, DIRECTOR

COUNTY ADMINISTRATION BUILDING 70 WEST HEDDING STREET
CIVIC CENTER SAN JOSE 10, CALIFORNIA 299-2521

March 12, 1965

MEMORANDUM

To: Clerk of the Board
From: James L. Chapman
Subject: Street Names

On or before April 1, 1965, the Department of Public Works will post new signs where needed to bring street signs into conformance with the street names as shown on the street name records of the Department of Public Works.

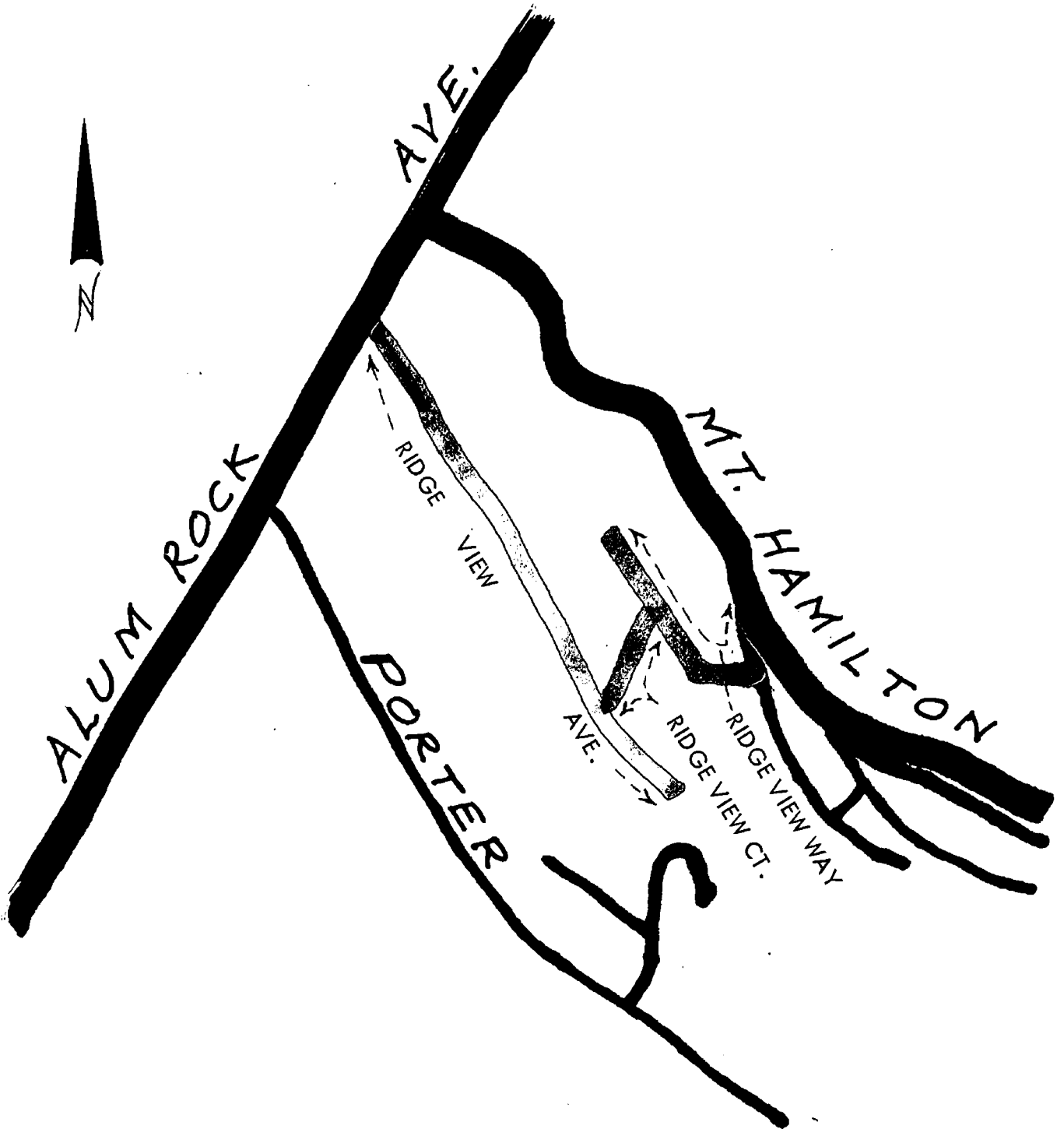
The attached map shows the street names as the new signs will designate them.

Ridge View Court has been known as Ridge View Avenue and Ridge View Way has been carried on some maps as Hillcrest Avenue or Ridge View Avenue.

James L. Chapman

24117-1000
COMM
4345 11 30 AM '65
RECEIVED

RECEIVED
BOARD OF SUPERVISORS
MAY 12 11 39 AM '65
COUNTY OF
SANTA CLARA



RICHARD V. BRESSANI
(1894-1959)

LAW OFFICES OF
BRESSANI AND HANSEN
512 BANK OF AMERICA BUILDING
TELEPHONE CYPRESS 4-0868
SAN JOSE 13, CALIFORNIA

GERALD B. HANSEN
CLARENCE J. SHUB

October 11, 1961.

Mrs. Jean Pullan
Clerk of The Board of Supervisors
County Administration Building
Civic Center
San Jose, California.

Re: "Boulter Ave." - Non-Acceptance Thereof

Dear Madam:

In accordance with our conversation with your office of this date, at which time you verified in your chain index that "Boulter Ave." was never accepted as a public street by the Board of Supervisors, I am enclosing a certificate stating such which I would ask you to be so kind as to execute and return to us in the enclosed envelope.

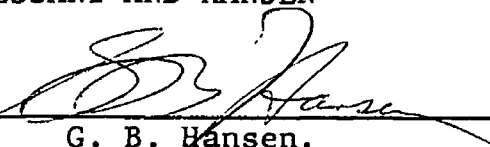
I thank you for your co-operation in this matter.

GBH:EL

Very truly yours,

BRESSANI AND HANSEN

By


G. B. Hansen.

RECEIVED
BOARD OF SUPERVISORS

OCT 13 10 39 AM '61

COUNTY OF
SANTA CLARA

FRANK GILLIO
CITY ATTORNEY

FREDERICK J. MILLER
ASST. CITY ATTORNEY

OFFICE OF
THE CITY ATTORNEY
CITY OF SUNNYVALE

Re: School Street
P. O. BOX 607
CITY HALL
456 W. OLIVE AVE.
SUNNYVALE, CALIF.
PHONE RE 9-0531

March 1, 1961

Mrs. Jean Pullan
Clerk, Board of Supervisors
Santa Clara County Office Building
20 West Rosa Street
San Jose 10, California

Re: School Street ✓

Dear Mrs. Pullan:

Enclosed herewith is a check for \$99.96 drawn by the City of Sunnyvale, and tended in payment of the cost of publication in the Sunnyvale Standard of a resolution declaring the intention of the Board of Supervisors to execute a Quitclaim Deed in favor of the City of Sunnyvale and pertaining to School Street.

Thank you for your assistance in this matter.

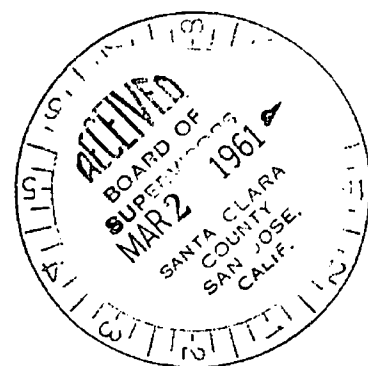
Very truly yours,

Frank Gillio
Frank Gillio
City Attorney

FG:he
Enc.

cc: Mr. John Kennedy
County Counsel's Office

*Sent check to Controller
per instructions 3-2-61
JP.*



QUITCLAIM DEED

COUNTY OF SANTA CLARA, State of California, does hereby quitclaim unto CITY OF SUNNYVALE, all its rights, title, and interest in and to that certain real property situate in the County of Santa Clara, State of California, and described as follows:

Being all of lots numbered nine (9) and twenty-six (26) in block numbered three (3) in the Sunnyvale Homestead Tract according to a map thereof recorded in the office of the County Recorder of Santa Clara County, in Book "L" of Maps, page 61, and entitled, "Map of the Sunnyvale Homestead Tract, being W. E. Crossman's Subdivision of Lots 7, 8, and 9, and part of Lots 4, 5, and 6 of the P. W. Murphy Subdivision No. 1 in the Rancho Pastoria de las Borregas as shown upon a Map recorded in Book "K" of Maps, page 73, Santa Clara County Records." being a strip of land 50 feet wide and 240 feet long.

IN WITNESS WHEREOF, the County of Santa Clara has hereunto set its hand and seal this ____ day of JAN 30 1961, 1961.

COUNTY OF SANTA CLARA

By Ed R. Levin
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the
Board of Supervisors

Jean Pullan

STATE OF CALIFORNIA }

COUNTY OF SANTA CLARA }

ss.

On this ____ day of _____, 1961, before me,
_____, personally appeared Ed R.
Levin and Jean Pullan, Chairman and Clerk, respectively, of
the Board of Supervisors of the County of Santa Clara, who
executed the attached Quitclaim Deed on behalf of said
County and acknowledged to me that said County executed
the same.

Notary Public in and for the County
of Santa Clara, State of California

COUNTY OF SANTA CLARA

Office of the COUNTY COUNSEL

SPENCER M. WILLIAMS

DEPUTIES:

COUNTY COUNSEL

JOHN R. KENNEDY

WILLIAM M. SIEGEL

ASSISTANT COUNTY COUNSELS

JOAN A. SYMON

ROBERT S. STURGES

ROBERT P. MCNAMEE

RICHARD S. HARRISON

JOHN B. GUNN

SELBY V. J. BROWN, JR.

ALBERT M. ZECHER

MARVIN G. HAUN

BOND & TAX CLERK

DOROTHY V. FANNING

COURT HOUSE

SAN JOSE 13, CALIFORNIA

TELEPHONE CYPRESS 5-1050

January 26, 1961

32 A
Mrs. Jean Pullan
Clerk, Board of Supervisors
Civic Center
San Jose, California

Dear Jean:


Enclosed are the following documents:

1. Resolution of Intention to quitclaim certain property to the City of Sunnyvale for the agenda of the Board of Supervisors on January 30, 1961.
2. A Quitclaim Deed to be executed by the Chairman of the Board of Supervisors with a copy for your file.
3. A resolution authorizing the Chairman of the Board to execute the Quitclaim Deed.

The Resolution of Intention (No. 1 above) requires publication for one week in a newspaper of general circulation. We have discussed with the City Attorney of Sunnyvale the question of who is to pay the costs of this publication. While no definite commitment was made, nevertheless, we suggest that you forward the billing for the publication to the City Attorney just as if you expected him to pay it. We will see what happens after they have received the bill.

Very truly yours,

SPENCER M. WILLIAMS
County Counsel

By 
John R. Kennedy
Assistant County Counsel

JRK:meb - encl.

32 A

RESOLUTION AND NOTICE OF INTENTION OF THE
BOARD OF SUPERVISORS OF THE COUNTY OF SANTA
CLARA, STATE OF CALIFORNIA, TO QUITCLAIM
CERTAIN INTERESTS IN REAL PROPERTY TO THE
CITY OF SUNNYVALE

WHEREAS, under deed dated July 30, 1907, the real property hereinafter described was conveyed to the County of Santa Clara for the purposes of a roadway; and

WHEREAS, all of said real property has heretofore been annexed by the City of Sunnyvale into the incorporated limits of said City; and

WHEREAS, the County of Santa Clara desires to quitclaim any interest it has in and to said property to the City of Sunnyvale, and said City desires to accept a quitclaim deed from the County of Santa Clara,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County of Santa Clara hereby finds and determines that the following described real property is not required for county use:

Being all of lots numbered nine (9) and twenty-six (26) in block numbered three (3) in the Sunnyvale Homestead Tract according to a map thereof recorded in the office of the County Recorder of Santa Clara County, in Book "L" of Maps, page 61, and entitled, "Map of the Sunnyvale Homestead Tract, being W. E. Crossman's Subdivision of Lots 7, 8, and 9, and part of Lots 4, 5, and 6 of the P. W. Murphy Subdivision No. 1 in the Rancho Pastoria de las Borregas as shown upon a Map recorded in Book "K" of Maps, page 73, Santa Clara County Records," being a strip of land 50 feet wide and 240 feet long.

BE IT FURTHER RESOLVED that this Board of Supervisors hereby declares its intention to execute a quitclaim deed to the above described property to the City of Sunnyvale and to convey all right, title, and interest the County of Santa Clara now has in and to said real property without consideration, under the

JAN. 30 1961

ADOPT: D-K YES: H L M W D
NO: _____ ABSTAINS: _____
ABSENT: _____

authority of section 25365 of the Government Code.

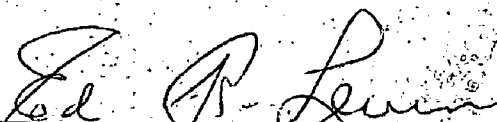
BE IT FURTHER RESOLVED that the Clerk of this Board shall, in accordance with law, cause to be published a copy of this Resolution and Notice for at least one week in a newspaper of general circulation published in the County of Santa Clara.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 30th day of January, 1961, by the following vote:

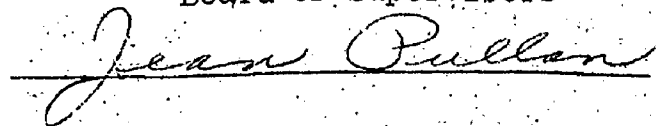
AYES: Supervisors, Della Maggiore Hubbard Mehrkens Levin Weichert

NOES: Supervisors, None

ABSENT: Supervisors, None


Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the Board of Supervisors



JRK:meh - 1/26/61

22A
Attch to

January 31, 1961

Sunnyvale Standard, Inc.
155 So. Taaffe St.,
Sunnyvale, California

att: Legal Dept.

subject: RESOLUTION - Quitclaim certain interests in
real property to City of Sunnyvale.

Gentlemen:

Please publish the enclosed resolution in the Sunnyvale
Standard for one week, commencing on February 6th,
through February ~~10th~~^{14th}, 1961.

Kindly send affidavit and charges to this office.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board

JP:eg
enc

AFFIDAVIT OF PUBLICATION

THE SUNNYVALE STANDARD

155 South Taaffe Street :: Sunnyvale, California

REgent 6-3456

IN THE SUPERIOR COURT
OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF SANTA CLARA

In the Matter of Quitclaim certain
(Name of Matter)

interests in real property to

City of Sunnyvale

Court No.

STATE OF CALIFORNIA)
COUNTY OF SANTA CLARA) ss

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was a citizen of the United States, over the age of eighteen years, and a resident of said county, and was at and during all times herein mentioned the principal clerk of the printer of The Sunnyvale Standard, a newspaper of general circulation, printed and published daily, (except Saturdays, Sundays and holidays), in the City of Sunnyvale, County of Santa Clara, State of California; that said Sunnyvale Standard is and was at all times herein mentioned, a newspaper of general circulation in the City of Sunnyvale and County of Santa Clara as that term is defined by Section 6000 et seq. of the Government Code, and, as provided by said sections, is published for dissemination of local news and intelligence of a general character, having a bonafide subscription list of paying subscribers, and is not devoted to the interest or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said City of Sunnyvale, in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned; that said notice was set in type not smaller than nonparel and was preceded with words printed in black-face type not smaller than nonparel describing and expressing in general terms, the purport and character of the notice intended to be given: that the

RESOLUTION

(Title of Notice)

of which the annexed is a true printed copy, was published and printed in said newspaper once on each of the following dates to wit: the sixth, seventh, eighth, ninth, tenth, thirteenth and fourteenth days of February, 1961

John D. Spangh /s/

Subscribed and sworn to before me, this

17th day of February 61

Nanda A. Foster
Notary Public in and for the County of Santa Clara,
State of California.

My Commission expires on Jan. 31, 1962

Note: Prepare original and two copies. Original and copy to Attorney.
Remaining copy of Affidavit to Publication File.

LEGAL ADVERTISEMENT

RESOLUTION AND NOTICE OF INTENTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, TO QUIT CLAIM CERTAIN INTERESTS IN REAL PROPERTY TO THE CITY OF SUNNYVALE

WHEREAS, under deed dated July 30, 1907, the real property hereinafter described was conveyed to the County of Santa Clara for the purposes of a roadway; and

WHEREAS, all of said real property has heretofore been annexed by the City of Sunnyvale into the incorporated limits of said City; and

WHEREAS, the County of Santa Clara desires to quitclaim any interest it has in and to said property to the City of Sunnyvale, and said City desires to accept a quitclaim deed from the County of Santa Clara;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County of Santa Clara hereby finds and determines that the following described real property is not required for county use:

Being all of lots numbered nine (9) and twenty-six (26) in block numbered three (3) in the Sunnyvale Homestead Tract according to a map thereof recorded in the office of the County Recorder of Santa Clara County, in Book "L" of Maps, page 61, and entitled, "Map of the Sunnyvale Homestead Tract, being W. E. Crossman's Subdivision of Lots 7, 8, and 9, and part of Lots 4, 5, and 6 of the P. W. Murphy Subdivision No. 1 in the Rancho Pastoria de las Borregas as shown upon a Map, recorded in Book "K" of Maps, page 73, Santa Clara County Records," being a strip of land 50 feet wide and 240 feet long.

BE IT FURTHER RESOLVED that this Board of Supervisors hereby declares its intention to execute a quitclaim deed to the above described property to the City of Sunnyvale and to convey all right, title, and interest the County of Santa Clara now has in and to said real property without consideration, under the authority of Section 25365 of the Government Code.

BE IT FURTHER RESOLVED that the Clerk of this Board shall, in accordance with law, cause to be published a copy of this Resolution and Notice for at least one week in a newspaper of general circulation published in the County of Santa Clara.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 30th day of January, 1961, by the following vote:

AYES: Supervisors, Della Maggione, Hubbard, Mohrkens, Levin, Weichert

NOES: Supervisors, None

ABSENT: Supervisors, None

ED R. LEVIN
Chairman of the
Board of Supervisors

ATTEST:
JEAN PULLAN,

Clerk of the
Board of Supervisors

Published: Feb. 6, 7, 8, 9, 10, 13, 14, 1961.

\$99.96

AFFIDAVIT OF PUBLICATION

THE SUNNYVALE STANDARD

155 South Taaffe Street :: Sunnyvale, California

REgent 6-3456

IN THE SUPERIOR COURT
OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF SANTA CLARA

In the Matter of Quitclaim certain
(Name of Matter)
interests in real property to
City of Sunnyvale } Court No.

STATE OF CALIFORNIA)
COUNTY OF SANTA CLARA) ss

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was a citizen of the United States, over the age of eighteen years, and a resident of said county, and was at and during all times herein mentioned the principal clerk of the printer of The Sunnyvale Standard, a newspaper of general circulation, printed and published daily, (except Saturdays, Sundays and holidays), in the City of Sunnyvale, County of Santa Clara, State of California; that said Sunnyvale Standard is and was at all times herein mentioned, a newspaper of general circulation in the City of Sunnyvale and County of Santa Clara as that term is defined by Section 6000 et seq. of the Government Code, and, as provided by said sections, is published for dissemination of local news and intelligence of a general character, having a bonafide subscription list of paying subscribers, and is not devoted to the interest or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said City of Sunnyvale, in said County and State, at regular intervals for more than one year preceding the first publication of the notice herein mentioned; that said notice was set in type not smaller than nonparel and was preceded with words printed in black-face type not smaller than nonparel describing and expressing in general terms, the purport and character of the notice intended to be given: that the

RESOLUTION

(Title of Notice)

of which the annexed is a true printed copy, was published and printed in said newspaper once on each of the following dates to wit: the sixth, seventh, eighth, ninth, tenth, thirteenth and fourteenth days of February, 1961

John D. Spangh /s/

Subscribed and sworn to before me, this
17th day of February 61

Marion A. Foster
Notary Public in and for the County of Santa Clara,
State of California.

My Commission expires on Jan. 31, 1962
Note: Prepare original and two copies. Original and copy to Attorney.
Remaining copy, of Affidavit to Publication File.

LEGAL ADVERTISEMENT

RESOLUTION AND NOTICE OF INTENTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, TO QUIT CLAIM CERTAIN INTERESTS IN REAL PROPERTY TO THE CITY OF SUNNYVALE

WHEREAS, under deed dated July 30, 1907, the real property hereinafter described was conveyed to the County of Santa Clara for the purposes of a roadway; and

WHEREAS, all of said real property has heretofore been annexed by the City of Sunnyvale into the incorporated limits of said City; and

WHEREAS, the County of Santa Clara desires to quitclaim any interest it has in and to said property to the City of Sunnyvale, and said City desires to accept a quitclaim deed from the County of Santa Clara,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County of Santa Clara hereby finds and determines that the following described real property is not required for county use:

Being all of lots numbered nine (9) and twenty-six (26) in block numbered three (3) in the Sunnyvale Homestead Tract according to a map thereof recorded in the office of the County Recorder of Santa Clara County, in Book "L" of Maps, page 61, and entitled, "Map of the Sunnyvale Homestead Tract, being W. E. Crossman's Subdivision of Lots 7, 8, and 9, and part of Lots 4, 5, and 6 of the P. W. Murphy Subdivision No. 1 in the Rancho Pastoria de las Barregas as shown upon a Map recorded in Book "K" of Maps, page 73, Santa Clara County Records," being a strip of land 50 feet wide and 240 feet long.

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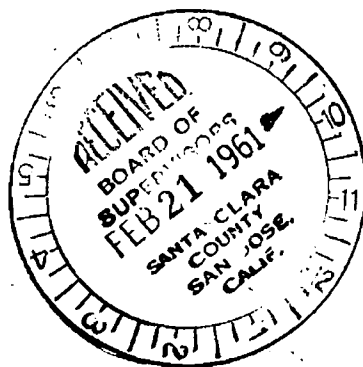
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PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this 30th day of January, 1961, by the following vote:

AYES: Supervisors, Della Magglore, Hubbard, Mahrkens, Levin Welchert
NOES: Supervisors, None

ABSENT: Supervisors, None
ED R. LEVIN
Chairman of the Board of Supervisors

ATTEST:
JEAN PULLAN,
Clerk of the Board of Supervisors
Published: Feb. 6, 7, 8, 9, 10, 13, 14, 1961.



February 21, 1961

Mr. Frank Gillio
City Attorney
City of Sunnyvale
Sunnyvale, California

Dear Mr. Gillio:

Enclosed please find Quitclaim Deed which has been properly signed and executed by the County to the City of Sunnyvale.

We trust you will find the enclosure in order.

Yours very truly,

BOARD OF SUPERVISORS

MRS. JEAN PULLAN, CLERK of
the Board

JP/jm
Enc. (1)

Date: 2/15/61
To: Jean P
From: June McD
SUBJECT: Agenda

MEMORANDUM

County of Santa Clara

Dept: _____

John Kennedy says to put the resolution and quitclaim deed for Sunnyvale on agenda for Monday, February 20th. Then when the deed is executed, please call Frank Gillio, City Attorney for Sunnyvale, and he will pick it up.

OK

February 23, 1961

Mr. Frank Gillio
City Attorney
City of Sunnyvale
Sunnyvale, California

Dear Mr. Gillio:

Enclosed find statement in the amount of \$99.96 for legal publication relating to the Quitclaim of certain interest of real property in the City of Sunnyvale (~~Circle Center~~).

Please send remittance to this office.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan, Clerk
of the Board

JP/jm
Enclosure

9
SANTA CLARA COUNTY FARM BUREAU

1092 NO. FIRST STREET



SAN JOSE 12, CALIFORNIA

R. KEN WILHELM, County Secretary
PHYLLIS V. BROWN, Office Secretary

CYpress 4-8616

February 14, 1957

Honorable Board of Supervisors
Santa Clara County

Gentlemen:

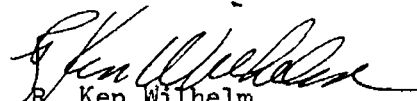
At a regular meeting of the Northwest Farm Bureau Center held on February 11, 1957, the following resolution was passed:

"Whereas roads adequate for farm purposes were built years ago, and

Whereas there is a need for wider roads for urban needs,

Therefore, we would have no objection to proposals for additional road funds if any proposed county road district provides for exclusion of farm property."

This is to certify that the above resolution was duly moved, seconded and passed at regular Northwest Center meeting on February 11, 1957.


R. Ken Wilhelm,
County Secretary
Santa Clara County Farm Bureau

FEB 18 1957

DATE _____

APPROVED _____

RE: CE CC PC ENG _____

Farmers, Be Wise - Organize

34

COUNTY OF SANTA CLARA

LEONARD BUSHNELL - COUNTY ENGINEER
JAMES B. ENOCHS - ASS'T. COUNTY ENGR.
WILLIAM A. MCCLURE - OFFICE ENGINEER

OFFICE OF COUNTY ENGINEER

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER
FIRST & ROSA STREETS, SAN JOSE, CALIFORNIA

December 24, 1956

The Honorable Board of Supervisors
County of Santa Clara
San Jose, California

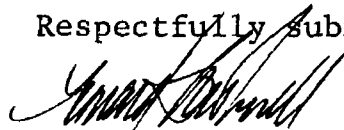
Re: Improvement of Stephanie Lane - a non-County road.

Gentlemen:

On November 13, the Board referred the attached request for information regarding Stephanie Lane to this office.

The detailed report, showing present condition and minimum improvements, is attached. Briefly, the report indicates an estimated cost of \$5,165.00 for the surfacing and drainage of this 400 foot road. Because of this relatively high cost, it is not recommended that a Road Maintenance District be formed for this improvement. Of the remaining methods of financing, two present themselves as feasible. First, the informal assessment or agreement between property owners with full cash deposit, and second, the Community Service Act.

Respectfully submitted,


LEONARD BUSHNELL
County Engineer

LB/mc
cc: Charles L. Coburn

DATE DEC 24 1956

APPROVED

RE: CE CC PC ENG

Re: Eng

December 6, 1956

Mr. A. P. Hamann, Manager
City of San Jose
City Hall Annex
144 Park Avenue
San Jose, California

Subject: City-County joint construction of three
vital highway projects.

Dear Sir:

The following is an excerpt from the minutes of
the Board of Supervisors' Meeting of December 3, 1956.

"A communication is received from the City of San Jose, A. P. Hamann, City Manager, requesting that the Board consider joining in a venture with the City of San Jose for the construction of three vital highway projects, at the earliest possible moment. These projects the (1) Curtner Avenue extension from Almaden River bridge to Monterey Road. (2) Lincoln Avenue widening from Los Gatos Creek to San Carlos Street. (3) Widening of Almaden underpass of Southern Pacific Tracks. After discussion, on motion of Supervisor DellaMaggiore, seconded by Supervisor Levin, it is unanimously ordered that said matter be tabled until such time as the Board can meet with the cities of the County to establish some kind of plan for a County-wide program for such projects as this."

ATTEST: RICHARD OLSON, Clerk of
the Board of Supervisors

By: Jean Pullan, Deputy Clerk of
the Board of Supervisors



CITY MANAGER

CITY OF SAN JOSE
CALIFORNIA

CITY HALL ANNEX
144 PARK AVENUE
TELEPHONE CYPRESS 2-3141

November 23, 1956

Honorable Board of Supervisors
First and Rosa Streets
San Jose, California

Gentlemen:

It is respectfully requested that your Honorable Body consider joining in a venture with the City of San Jose for the construction of three vital highway projects, at the earliest possible moment.


These projects are the 1) Curtner Avenue-Stone Avenue cut-through from the Almaden River bridge, now under construction, to the Monterey Road. This link is necessary to relieve the traffic congestion that is rapidly developing along the Almaden Road between Curtner Avenue and Alma Avenue. This proposed cut-through, we feel, is of vital importance to both the City and the County.

2) The Lincoln Avenue widening from the Los Gatos Creek to San Carlos Street. With the improvement of the Lincoln Avenue bridge this street is now a carrier of heavy traffic and should be improved as quickly as possible. This project takes in territory of both City and County and must of necessity be a joint venture.

3) The widening of the Almaden underpass at the main line Southern Pacific tracks. This has become a bottleneck due to the unprecedented housing development in the Willow Glen and Cambrian areas. This project is, in our estimation, the first step in the eventual widening of Almaden Avenue and should be built to accommodate six moving lanes of traffic. In view of the timely negotiations that must be entered into with the railroads before such a major project can be undertaken, it is respectfully requested that every effort be made to expedite this project.

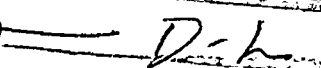
I will be very happy to discuss these matters in detail either with your Honorable Body or with members of your County administration.

Sincerely,


A. P. Hamann
City Manager

DATE DEC 3 - 1956

APH:k

APPROVED 

RE: CH OF PC ENG

Dist 24

326
COUNTY OF SANTA CLARA

LEONARD BUSHNELL - COUNTY ENGINEER
JAMES B. ENDOHS - ASS'T. COUNTY ENGR.
WILLIAM A. MCCLURE - OFFICE ENGINEER

OFFICE OF COUNTY ENGINEER

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER
FIRST & ROSA STREETS, SAN JOSE, CALIFORNIA

November 19, 1956

The Honorable Board of Supervisors
Santa Clara County
San Jose, California

Re: Petition for assessment district for
improvement of PIKE ROAD

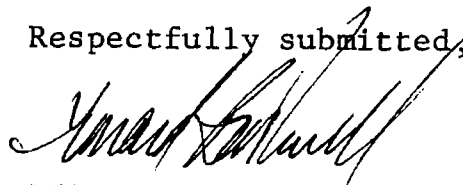
Gentlemen:

Pike Road is a non County-accepted road extending southerly from PIERCE ROAD, a distance of 2,000 feet. It has a 60 foot right-of-way and a traveled way varying from 7 to 12 feet. Approximately 1,200 feet has been given an oil and screenings surface recently, the remainder is in very poor condition. Condition indicates very little base.

Investigation indicates that the road could be maintained in its present alignment, width and gradient for an annual expenditure of \$1,000.00. This maintenance figure does not include the work necessary to improve the road to minimum standards for acceptance.

The detailed report is attached.

Respectfully submitted,



LEONARD BUSHNELL
County Engineer

LB:bm

DATE NOV 19 1956
APPROVED _____
RE: CE CC PC ENG _____

30c
COUNTY OF SANTA CLARA

LEONARD BUSHNELL - COUNTY ENGINEER
JAMES B. ENDOCHS - ASS'T. COUNTY ENGR.
WILLIAM A. MCCLURE - OFFICE ENGINEER

OFFICE OF COUNTY ENGINEER

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER
FIRST & ROSA STREETS, SAN JOSE, CALIFORNIA

November 19, 1956

The Honorable Board of Supervisors
Santa Clara County
San Jose, California

Re: Petition for improvement of Becky Lane

Gentlemen:

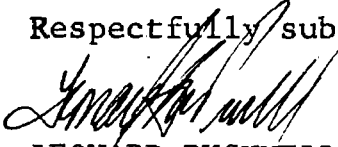
Becky Lane, a non-County-accepted road, extends 2,000 feet southerly from Bicknell Road. There is no accepted right-of-way however there is an existing unimproved single lane road. There is no usable base or surface. Drainage from an improved road at this location would necessitate a separate drainage easement.

The estimated cost of minimum acceptable improvement is \$9,915.00. This would provide a 20 foot oil and screenings surface with minimum base.

The apparent assessed valuation would preclude the use of a Road Maintenance District to improve the road. In order to bring the road to minimum acceptable condition it appears that the formal or informal assessment district procedure must be followed.

The detailed report is attached.

Respectfully submitted,


LEONARD BUSHNELL
County Engineer

LB:bm

DATE NOV 19 1956
APPROVED
RE: CE CC PC ENG

COUNTY OF SANTA CLARA

LEONARD BUSHNELL - COUNTY ENGINEER
JAMES B. ENOCHS - ASS'T. COUNTY ENGR.
WILLIAM A. MCCLURE - OFFICE ENGINEER

OFFICE OF COUNTY ENGINEER

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER
FIRST & ROSA STREETS, SAN JOSE, CALIFORNIA

November 13, 1956

The Honorable Board of Supervisors
Santa Clara County
San Jose, California

Re: Estimate of required work on Del Medio and Miller Avenues.

Gentlemen:

The residents of Del Medio and Miller Avenues have requested information regarding work necessary to bring these roads to minimum standards with a view to acceptance for maintenance.

After the annexation completed last week by Mountain View, there remains 1,100 feet of Del Medio and 500 feet of Miller in unincorporated territory. It is on the basis of these lengths that the following estimate summary is given:

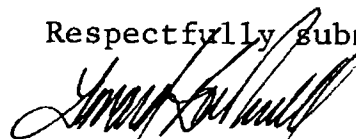
Grade, base and surface	
DEL MEDIO -	\$2,805
MILLER	<u>440</u>
	\$3,245

Drainage	
2400 l.f.-18" RCP-	\$12,000
2 Drop Inlets -	400
6 Manholes -	<u>1,800</u>
	\$14,200
TOTAL =	<u>\$17,445</u>

It will be observed that 83% of the estimate is for drainage. There is no existing drainage system that can be used, hence it is necessary to conduct the water to Adobe Creek, lying to the Northwest of this area. The area is almost entirely enclosed by annexations to Mountain View and Palo Alto, thus obviating the possible use of small percolation ponds.

The residents further asked information on methods of doing the work. An assessment district under the appropriate Bond Act is the simplest method from this department's point of view. The method of informal assessment, such as was used on Fremont and Greenview, could be employed but with the present work load of this department it would be difficult to give an accurate estimate of when the work could be completed.

Respectfully submitted,


LEONARD BUSHNELL
County Engineer

LB:bm

NOV 13 1956

Re: *Gafar*



City of
Palo Alto

City of
Mountain View

Scale 1" = 600'
Contours from
Geological Survey Map

Los Gatos, California
August 9, 1956

The Honorable Board of Supervisors
County of Santa Clara
First and Rosa Streets
San Jose, California

Gentlemen:

It is requested that the matter of recinding the requirement of improving Arlee Drive to County Standards before the record of survey map is recorded for 18040 Arlee Drive be placed upon the agenda of the Board at their meeting on Monday, August 13, 1956.

The factual situation to support such request is as follows:

1. I desired to purchase a dwelling house from the State in May of this year and contacted the Building Inspectors Office as to the requirements of moving a dwelling house from 252 Bella Vista Avenue to 18040 Arlee Drive, Los Gatos, and was advised as to the requirements of moving and it was suggested that as the building to be moved had to meet certain requirements of the County, that the purchase be made subject to being able to secure a moving permit from the County. The purchase of the lot and dwelling was made upon that basis and on May 30th, application was made to the County Building Inspector for a moving permit. Pursuant to the application, which application was approved and initialed by the Planning Department and Engineer's Office and also supported by a sewer connection permit from Sanitation District No. 4, the building was surveyed and posted on May 31, 1956. After the five working days had expired I contanted the Building Inspector's Office and they advised me that no protests had been received as to the moving and that everything was then cleared as to the moving of the dwelling. In reliance upon this completed moving permit, purchase of the dwelling and lot was completed.

2. Application was then made for a building permit to put in the foundation for the dwelling etc. and it was found for the first time that no record of survey map was on file. Accordingly, I had an engineer prepare same and present it to the Engineer's Office. Thereafter a meeting of the Planning Commission was held and as I understand it, it was recommended that said map be filed on condition that Arlee Drive be brought up to County Standards. The Board of Supervisors by resolution adopted such recommendation. It is my understanding that the requirement of improving Arlee Drive to County Standards was made by Mr. Ramona of the Engineer's Office upon the belief that I owned or controlled all of the property adjoining Arlee Drive. This is not true as my only interest is that of the one lot at 18040 Arlee Drive.

3. However, I was and am in favor of improving Arlee Drive to County Standards and I understood from Mr. Ramona that this could

DATE AUG 13 1956
2 Req 4851
RECEIVED H-S DENIED
RE: CE CC PC ENG

be done under the 1911 Improvement Act by petition from 60% of the property owners. As over 60% were in favor, it was then thought that the road could be improve without further difficulty. At that time the licensed house mover applied for his permit to move the house and was refused a permit. I then contacted Mr. Romano as to the reason for the refusal and he stated if I would write a letter to him about the road, the permit would be issued. It was the last day the house could be moved as the deadline from the State to move the house was up and unless the house was moved that day, it would be forfeited back to the State. Acting under Mr. Romano's instructions, the letter was written in the belief that the road would be improved under the 1911 Act. However, it later turned out that improvement of the road under the 1911 Act was not feasible or possible and Mr. Williams of the County Counsel's Office was contacted and it did not appear that any way possible was left to improve the road, except voluntary action by 100% of the property owners involved.

4. Arlee Drive is 45' wide, 352' long and joins Rose Ave. on the West side, approximately 300' North of the Saratoga-Los Gatos Road. Seven properties abutt Arlee Drive, I understand five are in favor of a County Road, one other owner would have participated on an assessment basis. One owner will not voluntarily participate at all. It does not appear possible to obtain a County Road at this time. I have offered to deposit my share of the roadway as estimated by the Engineer's Office in escrow at all times.

5. The dwelling house has been moved for some time and has been cut in two pieces to enable it to be moved. Rain will materially damage it. Since the requirement that Arlee Drive be brought to minimum standars was made under a misaprehension as to the facts, and since the purchase of the house and lot were made upon full reliance on the moving permit issued, it is requested that the requirement of improvement of Arlee Drive prior to recordation of the record of survey map be recinded.

Respectfully submitted,



George W. Monk
18040 Arlee Drive
Los Gatos, California
Phone: ELgato 4-7714

cc. Engineer's Office

C O P Y

Los Gatos, California
July 10, 1956

Office of the County Engineer
County of Santa Clara
First and Rosa Streets
San Jose, California

Att'n: Mr. Ramona or Mr. Britton

Gentlemen:

Pursuant to a conversation of this date with Mr. Romana of your office, it is my understanding that you will issue a moving permit to Mr. Wendell Thompson of Modesto to move a dwelling house from 252 Bella Vista Avenue, Los Gatos, to 18040 Arlee Drive, Los Gatos.

I agree to make the road known as Arlee Drive conform to your requirements and to diligently pursue completion of the roadway known as Arlee Drive. In the event that said Arlee Drive is not made to conform to your requirements within a reasonable time, I agree to remove the house to be moved into the premises at 18040 Arlee Drive at my own expense and without any expense to the County whatsoever.

It is my further understanding that no building permit will issue for the dwelling at 18040 Arlee Drive until such time as arrangements are made satisfactorily with you as to the roadway or until such time as the roadway is completed to conform to your requirements.

Respectfully submitted,

/s/ George W. Monk

Geo. W. Monk
18020 Arlee Drive
Los Gatos, California
Phone: Elgato 4-7714

(Acknowledged -- 7-10-56
Ralph L. Ramona
Senior Engr.
Co. Engr's Office)

Original letter in Building Inspector's Office.

COUNTY OF SANTA CLARA

PLANNING DEPARTMENT

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER
FIRST & ROSA STREETS, SAN JOSE 6, CALIFORNIA

KARL J. BELSER, DIRECTOR

March 9, 1954

Mrs Dorothy Covill
City Clerk of San Jose
City Hall
San Jose, California

Dear Mrs. Covill:

A copy of Resolution #10149 regarding the recognition of Hedding Street and Moorpark Avenue on the Master Plan of Streets and Highways of Santa Clara County was forwarded to this office by the Board of Supervisors.

We wish to assure you that if and when the Streets and Highways Plan is amended, your request will be duly considered.

This office has retained Hedding and Moorpark as major streets on it's map showing possible future amendments to the Master Plan of Streets and Highways and there seems to be no intent to remove either street from the Master Plan.

Very truly yours,

KARL J. BELSER, Planning Director


James L. Chapman
Associate Planner

JLC:bw
cc: Board of Supervisors
Att: Richard Olson

COPY

OFFICERS

PRESIDENT
REGINALD L. PARRY
SECRETARY
THELMA M. WRIGHT
ATTORNEY
HERBERT C. JONES
CHIEF ENGINEER
J. ROBERT ROLL

**Santa Clara Valley
Water Conservation District**

60 NORTH SECOND STREET
SAN JOSE 13, CALIFORNIA

DIRECTORS

FRANK L. STEINDORF, DIV. 1
J. E. WIESENDANGER, DIV. 2
MARTIN J. SPANGLER, DIV. 3
L. O. WILCOX, DIV. 4
HARRY G. MITCHELL, DIV. 5
REGINALD L. PARRY, DIV. 6
S. W. PFEIFLE, DIV. 7

May 5th, 1954

Arthur Brown, Supervisor,
85 North Monterey Ave.,
Gilroy, Calif.

Dear Mr. Brown:

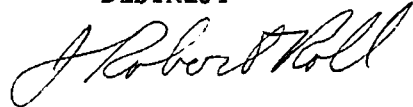
It has been brought to the attention of this office by Mr. Chas. F. Pracna that a large number of the residents in the vicinity of Coyote Dam are interested in having the County of Santa Clara take over the road from the terminus of the existing county road near the Coyote Lake Resort to Coyote Dam.

They have asked this District if it would be willing to give a Right of Way to the County for this road in the event that the County should take it over.

This is to inform you that the District will make such a Right of Way available to the County without any charge if the County sees fit to take over this road.

Very truly yours,

SANTA CLARA VALLEY WATER CONSERVATION
DISTRICT



J. Robert Roll, Chief Engineer

JRR:W

MAY 10 1954

7

Roads, Geron

December 8, 1954

James and Waters and Associates
4091 El Camino Way
Palo Alto, California

Subject: County Acceptance of Valmonte Way.

Gentlemen:

The Board of Supervisors at their meeting of December 6, 1954 determined that you be advised, in accordance with established policy, that it will be necessary for you to improve subject roadway to County Standards before requesting acceptance.

Very truly yours,

BOARD OF SUPERVISORS

By _____
Deputy Clerk

cc: County Engineer

JAMES AND WATERS & ASSOCIATES

CIVIL ENGINEERS & LICENSED LAND SURVEYORS

SAN MATEO • PALO ALTO • SAN JOSE

18
BASIL W. WATERS - CIV. ENG.
PAUL H. HARDY - LIC. LAND SURV.
LEO W. RUTH - CIV. ENG.

PAUL H. HARDY
4091 EL CAMINO WAY
PALO ALTO, CALIFORNIA
DAvenport 3-1358

December 2, 1954

Board of Supervisors
Santa Clara County Office Building
San Jose, California

Gentlemen:

We represent certain owners of property fronting on a roadway variously known as North Street and Diablo Way which they desire to rename as Valmonte Way and to dedicate to the County as a public road.

It is proposed that the owners enter into a contract to pave the area as a road and to improve it with curbs, gutters, sidewalks and sewer main and appurtenances ~~in accordance~~ in accordance with plans on file in the office of the County Engineer.

A deed for road together with the contract for the work and cash to cover the project cost in full would be deposited with the Valley Title Company under instructions to the title company that the funds are to be disbursed to the contractor on completion of the work and upon the instructions of the County Engineer.

Yours very truly,

JAMES AND WATERS & ASSOCIATES

By


John G. R. Clegg

JGRC:lk

DATE DEC 6 - 1954

APPROVED _____

RE: CT CC PC ENG

ALMADÉN VINEYARDS

ESTABLISHED 1852

LOS GATOS • CALIFORNIA

REPLY TO EXECUTIVE OFFICE:
37 DRUMM STREET
SAN FRANCISCO 11, CALIF.

June 19, 1953

Board of Supervisors
Santa Clara County
San Jose, California

Gentlemen:

Almaden Vineyards request permission to maintain
1000 feet of irrigation pipe line on county
right-of-way known as Boisie Lane off Almaden Road.

Yours truly,

ALMADEN VINEYARDS



O. J. Goulet
Winery General Manager

OJG:t

JUN 22 1953

DATE

APPROVED



RE: CE CC PC ENG



21

Roads Glen

June 1, 1953

Mr. M. Willson
3028 Williams Road
San Jose 28, California

Dear Sir:

The Board of Supervisors today approved your request that Williams Road not be extended beyond its present location.

Very truly yours,

BOARD OF SUPERVISORS

By Clerk of the Board

FILED
JUN 1 - 1953

R. Olson, Clerk of the Board

BY

Jean Bullen
DEPUTY

May 22, 1953

DATE JUN 1 - 1950

APPROVED Granted D-11

RE: CE CC PC ENG.

Thank You,

Date

Mary M. William	3028 Williams Rd. San Jose	5/23/53
Emma B. Wilkon	3028 Williams Rd. San Jose	5/23/53.
Paul Lusk	3001 Williams Rd San Jose.	5/23/53
Amelia Rouse	2998 Williams Rd. San Jose	5/23/53
Joseph Rouse	2998 Williams Rd San Jose	5/23/53
Edith Brooks	2972 Williams Road San Jose	5/23/53
Edm E. Brooks	2972 Williams Road. San Jose	5/23/53
Agnes Fitzer	2901 Williams Rd San Jose	5/23/53
Virgil Mills	2961 Williams Rd San Jose	5/23/53
Mrs. R. Rodriguez	2973 Williams Rd San Jose	5/23/53
D. L. Fitzgerald	3056 Williams Rd San Jose	5/23/53

Name

Address

Mr. + Mrs. E. H. Metzgar 3071 Williams Road 5/23/53

Mrs. E. J. J. 3084 Williams Rd 5/23/53
E. J. J. 2901- Williams Rd 5/23/53

V. J. Manning 2913 Williams Rd. S. J. 5/23/53

Emma J. Chase 3015- Williams Rd, San Jose 28,

Ethel D. Pyle 3010- Williams Rd, San Jose, Calif.

E. J. Leeman 3070 Williams Rd San Jose, Calif.

5/23/53

Mrs. Filma Leeman 5/23/53 3070 Williams Rd. San Jose, Calif.

R. X. Fitzgerald 3056 Williams Rd San Jose Cal

Mrs. Joanne Oswald 3008 Williams Rd. San Jose

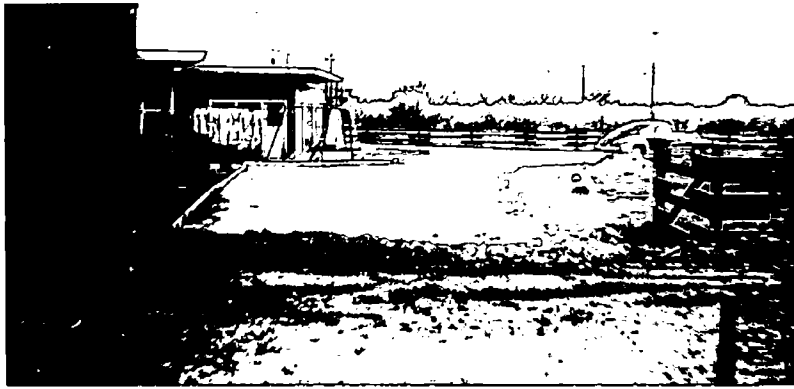
Frances Lanyon 2948 Williams Rd. San Jose


Milton Lanyon 2948 Williams Rd

Henry P. Leigh Jr. 2918 Williams Rd

Edna W. Barge 3057 Williams Rd

Roy H. Barge 3057 Williams Rd. San Jose, Calif.



DATE APP 1953
 APPROVED _____

RE: CE CC PC ENG _____
J & J AIR RANCHO _____

John H. Lyon
5210 St. Joseph Avenue
Mountain View, Calif.

March 30, 1953

13/
Board of Supervisors
County of Santa Clara
Santa Clara County Court House
San Jose, California

FILED
APR 6 - 1953

R. Olson, Clerk of the Board

Gentlemen:

BY  DEPUTY

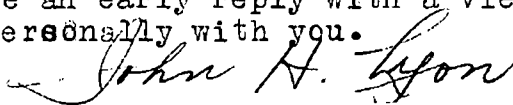
I have just received a letter from the County Counsel, Mr. Howard W. Campen, acknowledging my letter of March 16, 1953 concerning elevation and grade of Granger Avenue and certain drainage problems concerning our property.

I request an audience with the Board so that I may present our side of the picture, particularly inasmuch as we are the only persons concerned in regard to these problems.

Reviewing briefly the adverse effect of the elevation of Granger Avenue, I wish to point out that this has reduced our accessibility to our main drive and side field drive, created a hazard and nuisance, a new drainage problem, and a depreciation of value and general impairment of use. I wish also to point out that it was not necessary to have had this road elevation in order to provide proper drainage.

Since my last letter to Mr. Howard Campen, County Counsel, I wish to commend the county and Mr. Bushnell on the installation of a drainage pipe across St. Joseph Avenue, SW of the Southern Pacific railroad.

I would feel that it would be practical for an early discussion as no drainage structures have as yet been installed, the only change being the filling in of dirt on the former natural grade of Granger Avenue. Therefore I would appreciate an early reply with a view to discussing this matter personally with you.



COUNTY OF SANTA CLARA

HOWARD W. CAMPEN
COUNTY COUNSEL

DONALD K. CURRLIN
ASSISTANT COUNTY COUNSEL

WADE H. HOVER
DEPUTY COUNTY COUNSEL

SPENCER M. WILLIAMS
DEPUTY COUNTY COUNSEL

Office of the COUNTY COUNSEL

COURT HOUSE ANNEX
215 NORTH FIRST STREET
SAN JOSE 13, CALIFORNIA
TELEPHONE CYPRESS 5-1050

Rec'd in Gen

March 27, 1953

Mr. John H. Lyon
5210 St. Joseph Avenue
Mountain View, California

Dear Sir:

In reply to your letter of March 16, 1953, complaining of certain conditions on Granger Avenue, please be advised that your letter was formally filed with the Board of Supervisors and duly recorded in its minutes of March 23, 1953.

Very truly yours,

HOWARD W. CAMPEN
County Counsel

cc: ✓ Clerk of the Board of
Supervisors

HWC:nw

COPY



J & J AIR RANCHO

5210 ST. Joseph Av.
Mountain View, Calif.

March 16, 1953

Mr. Howard Campen, County Counsel
County Annex
County Court House
San Jose, California

Dear Sir:

This is to file formal protest to the County in regard to contemplated drainage structures and to the elevation of Granger Avenue adjoining our property.

I wish to point out that very little, or no, consideration has been given us as to the affect this road elevation might have on our property value, its creation of a new drainage problem, and its affect upon the accessibility of our two driveways on Granger Avenue.

I have discussed these various objections with your County Engineer, Mr. Bushnell and he intends to disregard our problem, created in the first place by this improper planning in connection with drainage and road elevation.

I therefore request that work be halted on the road with the view to demanding that the elevation be reduced to its former natural grade, or lower, and that adequate drainage structures be installed to take care of the run-off from the four subdivisions being developed along Granger Avenue.

DATE MAR 23 1953

APPROVED _____

RE: CE CC PC ENG _____

Yours truly, MAR 22 1953

E. T. McGEHEE, Clerk

By Jean Pullan

John H. Lyon DEPUTY

JHL: jwl

COUNTY OF SANTA CLARA

ROBERT B. CHANDLER, COUNTY SURVEYOR

OFFICE OF COUNTY SURVEYOR

HALL OF RECORDS
SAN JOSE, CALIFORNIA

Roads Gen

February 19, 1953

17

Honorable Board of Supervisors
Santa Clara County
San Jose, California

Gentlemen:

Attached is a group of roads that have been dedicated, accepted, and maintained for a period of years.

The formal papers for acceptance are missing from the files. It is my recommendation that you make formal acceptance again.

Very truly yours,



LEONARD BUSHNELL
County Engineer

LB:bm

FILED

FEB 24 1953

E. T. McGEHEE, Clerk

BY Jean Pullan
DEPUTY

Roads Gen

932 Bay Street

January 20, 1953
Mountain View,
California

20
Santa Clara County
Board of Supervisors
Court House
San Jose, California

Gentlemen:

We, the undersigned, residents, property owners, and tenants of Bay Street, the west side of El Camino Real in (Old Town) Mountain View, California, are hereby requesting that the above mentioned public thoroughfare be re-surfaced or improved in such a way to relieve the accumulated supplies of rainwater that have settled in huge puddles on the street.

Due to the heavy rains of this season, and many previous, large quantities of stagnant rainwater have settled along the roadside; it is impossible for this unhealthy supply of water to drain off until the wet winter months have gone by due to the fact Bay Street is a County road, therefore there are no gutters.

FILED We will feel this a matter of great importance and do hope proper and immediate action will be taken to correct this improperly cared for street.

FEB 2-1953

DATE JAN 23-1953 FEB 2-1953

E. T. McGEHEE, Clerk

BY Jean Pullan Very truly yours,
DEPUTY

APPROVED

RE: CE CC PC ENG

Submitted by
not CO
Red
Winters

Name	Address	Status
1. Cornelia Matijasewich	932 Bay St.	Resident
2. Steve Matijasewich	932 Bay St.	Property owner
3. John P. Smith	73 El Camino Real	Business
4. J. E. McGehee	78 El Camino	Resident
5. Arthur G. Matijasewich	67 El Camino	Business
6. Mary Matijasewich	948 Bay St.	Property owner
7. Kay Matijasewich	948 Bay St.	Resident
8. D. E. Smith	932 Bay St.	Resident
9. Mrs. Mary Matijasewich	990 Bay St.	Resident
10. Kay Matijasewich	990 Bay St.	Resident
11. John Radich	-	Property owner
12. Mrs. John Radich	-	Property owner
13. Mrs. Jennie Pohl	990 Bay St.	Resident
14. Gloria Matijasewich	932 Bay St.	Property owner
15. Arthur J. Matijasewich	92 Oak St.	Property owner
16.		

February 2, 1953

Mr. Steve Matijasevich
932 Bay Street
Mt. View, California

Dear Sir:

Your petition relative to Bay Street drainage was read to the Board of Supervisors today.

The County has no jurisdiction in this matter as the street referred to is not a county accepted road.

Very truly yours,

BOARD OF SUPERVISORS

E. T. McGEHEE, CLERK

By _____
Clerk of the Board